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Commonwealth of Massachusetts.

THIRTY-THIRD ANNUAL REPORT

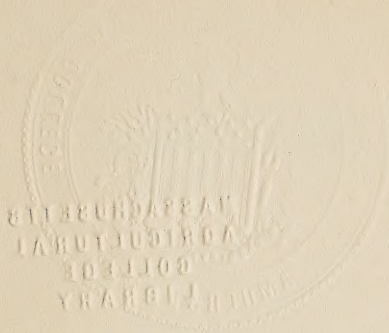
OF THE

BOARD OF RAILROAD COMMISSIONERS.

JANUARY, 1902.



BOSTON :
WRIGHT & POTTER PRINTING CO., STATE PRINTERS,
18 POST OFFICE SQUARE.
1902.



385

M38

1901

Commonwealth of Massachusetts.

RAILROAD COMMISSIONERS.

JAMES F. JACKSON, Fall River, *Chairman*, . Term expires July 1, 1903.
GEORGE W. BISHOP, Newtonville, . . . Term expires July 1, 1904.
CLINTON WHITE, Melrose, Term expires July 1, 1902.

WILLIAM A. CRAFTS, Boston, *Clerk*.
FRED E. JONES, Brookline, *Accountant*.
GEORGE F. SWAIN, Boston, *Bridge Engineer*.
WILLIAM J. McCULLOUGH, Boston, *Assistant Clerk*.

RAILROAD INSPECTORS.

DANIEL M. WHEELER, Worcester, . . . Term expires October 1, 1903.
GRAFTON UPTON, Everett, Term expires October 1, 1902.
JOHN Q. HENNIGAN, East Milton, . . . Term expires October 1, 1904.
LEWELLYN H. McLAIN, Newtonville, . . . Term expires October 1, 1903.

OFFICE, NO. 20 BEACON STREET, BOSTON.

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COMMISSIONERS' REPORT.

PART I.

RAILROAD AND STREET RAILWAY CORPORATIONS.

Commonwealth of Massachusetts.

We respectfully submit the thirty-third annual report of the Board of Railroad Commissioners.

The directors of forty-five railroad corporations whose roads are located wholly or in part within the limits of the State have made the annual returns required by law for the year ending June 30, 1901. The Central Massachusetts having been purchased by the Boston & Maine, the statistics have been included in the return of that company, and it has been dropped from the list. A return of the operations of the Boston & Albany Railroad (New York Central & Hudson River, lessee) was received from the comptroller of the New York Central & Hudson River Railroad Company.

Of these forty-five corporations, eight were engaged in actual railroad operation, two roads were operated by companies not incorporated in Massachusetts, so that ten companies in all were operating railroads in this State. Three of the ten companies, the Boston & Albany (New York Central & Hudson River, lessee), Boston & Maine, and the New York, New Haven & Hartford operated over 96 per cent of the railroad mileage, and conducted nearly 98 per cent of the entire passenger and freight traffic covered by the statistics hereinafter given.

There was a net decrease the last year of 1.390 miles in the length of railroad line located in this State, resulting from remeasurements and relocation of tracks. There was a decrease of .870 of a mile of second main track, a decrease of .310 of a mile of third main track, a decrease of 1.030 miles of fourth main track, and an increase of 3.470 miles of side track. Preliminary steps have been taken looking to the construction of a short extension of the Old Colony Railroad in the town of Attleborough.

There are now in Massachusetts 2,107.510 of main and branch railroad line. There are besides 935.197 miles of second, third and fourth main track, and 1,373.517 miles of side track, making the total length of railroad track within the State 4,416.224 miles.

STATISTICS.

BOSTON, January 1, 1902.

*Board of Railroad Commissioners,*Hon. JAMES F. JACKSON, *Chairman.*

GENTLEMEN:—I submit the following compilations of statistics from the returns of the Massachusetts Railroad Corporations to the Board for the year ending June 30, 1901.

The following table gives the length of railroad line and track in this State, June 30, 1901, as compared with the previous year:—

Railroad Mileage in Massachusetts, 1900 and 1901.

| RAILROAD MILEAGE. | 1900. | 1901. | Increase. |
|-----------------------------------|-----------|-----------|-----------|
| | Miles. | Miles. | Miles. |
| Length of main and branch line, . | 2,108.900 | 2,107.510 | 1.390* |
| Length of second track, . . . | 864.737 | 863.867 | .870* |
| Length of third track, . . . | 39.450 | 39.140 | .310* |
| Length of fourth track, . . . | 33.220 | 32.190 | 1.030* |
| Length of side track, . . . | 1,370.047 | 1,373.517 | 3.470 |
| Total, reckoned as single track, | 4,416.354 | 4,416.224 | .130* |

* Decrease.

Mileage Owned.

The total length of railroad line *owned* by the Massachusetts companies *in and out* of the State is 3,789.280 miles; and the total length of railroad track so owned is 7,490.254 miles. The miles of main and branch line, of second, third and fourth main track, and of side track, owned June 30, 1901, and the increase over the previous year, are stated in the following table:—

Mileage Owned by Massachusetts Companies, 1900 and 1901.

| MILEAGE OWNED. | 1900. | 1901. | Increase. |
|-----------------------------------|-----------|-----------|-----------|
| | Miles. | Miles. | Miles. |
| Length of main and branch line, . | 3,789.020 | 3,789.280 | .260 |
| Length of second track, . . . | 1,302.257 | 1,309.787 | 7.530 |
| Length of third track, . . . | 99.070 | 98.760 | .310* |
| Length of fourth track, . . . | 92.840 | 91.810 | 1.030* |
| Length of side track, . . . | 2,183.517 | 2,200.617 | 17.100 |
| Total, reckoned as single track, | 7,466.704 | 7,490.254 | 23.550 |

* Decrease.

Mileage Operated.

The length of railroad line *operated* by the Massachusetts companies, *within* and *without* the State, including roads operated under lease or contract as well as roads owned, is 4,885.330 miles; and the total length of track so operated is 9,164.404 miles, — as shown in detail, with the increase for the year, in the next table: —

Mileage Operated by Massachusetts Companies, 1900 and 1901.

| MILEAGE OPERATED. | 1900. | 1901. | Increase. |
|-----------------------------------|-----------|-----------|-----------|
| | Miles. | Miles. | Miles. |
| Length of main and branch line, . | 4,865.180 | 4,885.330 | 20.150 |
| Length of second track, . . . | 1,380.027 | 1,396.627 | 16.600 |
| Length of third track, . . . | 114.120 | 113.810 | .310* |
| Length of fourth track, . . . | 106.540 | 105.510 | 1.030* |
| Length of side track, . . . | 2,643.247 | 2,663.127 | 19.880 |
| Total, reckoned as single track, | 9,109.114 | 9,164.404 | 55.290 |

* Decrease.

COST AND CAPITAL INVESTMENT PER MILE.

The roads of the Massachusetts companies are all of the standard gauge of four feet eight and one-half inches, with the exception of three roads whose gauge is three feet. The aggregate length of the narrow-gauge roads is 46.70 miles, of which 29.92 miles are located in this State.

The average cost of construction of standard-gauge road, as it stands on the books of the companies, is \$76,669.49 per mile of road owned, and the average cost of equipment is approximately \$7,670.00 — making together \$84,339.49 per mile. The average cost of construction of narrow-gauge road is \$40,879.80 per mile, with \$6,828.38 for equipment — or a total of \$47,708.18 per mile.

ASSETS AND LIABILITIES.

The gross assets of the companies, June 30, 1901, were \$419,743-521.23. The several classes of assets, and the increase or decrease in each class as compared with 1900, appear in the following table: —

Gross Assets, June 30, 1900 and 1901.

| ASSETS. | 1900. | 1901. | Increase. |
|------------------------------|---------------|---------------|--------------|
| Construction, . . . | \$290,000,636 | \$288,850,804 | \$1,149,832* |
| Equipment, . . . | 28,952,561 | 29,024,463 | 71,902 |
| Lands and buildings, . . | 3,230,877 | 1,606,868 | 1,624,009* |
| Stocks in other companies, . | 30,307,877 | 34,558,415 | 4,250,538 |
| Bonds in other companies, . | 6,299,117 | 6,438,317 | 139,200 |
| Other permanent property, . | 2,218,027 | 2,574,295 | 356,268 |
| Cash and current assets, . | 25,218,566 | 37,413,017 | 12,194,451 |
| Miscellaneous assets, . . | 18,960,669 | 19,277,342 | 316,673 |
| Gross Assets, . . . | \$405,188,330 | \$419,743,521 | \$14,555,191 |

* Decrease.

The gross liabilities at the same date, including capital stock but excluding sinking and other special funds, were \$385,417,286.92. The several kinds of liabilities, and the amount of each as compared with 1900, are shown in the next table:—

Gross Liabilities, June 30, 1900 and 1901.

| LIABILITIES. | 1900. | 1901. | Increase. |
|------------------------------|---------------|---------------|--------------|
| Capital stock, . . . | \$216,213,263 | \$210,305,886 | \$5,907,377* |
| Funded debt, . . . | 136,024,534 | 148,479,015 | 12,454,481 |
| Real estate mortgages, . | 858,300 | 858,300 | — |
| Current liabilities, . . | 20,487,434 | 18,883,286 | 1,604,148* |
| Accrued liabilities, . . | 3,425,360 | 6,890,800 | 3,465,440 |
| Gross Liabilities,† . . | \$377,008,891 | \$385,417,287 | \$8,408,396 |
| Surplus, . . . | 28,179,439 | 34,326,234 | 6,146,795 |
| Sinking and special funds, . | 6,503,141 | 8,498,392 | 1,995,251 |

* Decrease.

† Exclusive of sinking and other special funds.

A comparison of the foregoing tables shows that there was a gain over the previous year of \$14,555,191 in gross assets, and an increase of \$8,408,396 in gross liabilities, — a balance of \$6,146,795 in favor of assets, enlarging by that amount the aggregate surplus of the companies.

The gross assets, the gross liabilities including capital stock, and the surplus of the companies, with the percentage of surplus to capital stock, at the end of each of the last ten years, are given in the table below : —

Gross Assets, Liabilities and Surplus for Ten Years, 1892–1901.

| YEARS. | Gross Assets. | Gross Liabilities. | Surplus. | Per Cent Surplus to Capital. |
|---------------|---------------|--------------------|--------------|------------------------------|
| 1892, | \$307,634,377 | \$295,157,876 | \$12,476,501 | 7.15 |
| 1893, | 334,724,845 | 320,551,032 | 14,173,813 | 7.60 |
| 1894, | 353,362,317 | 342,060,944 | 11,301,373 | 5.89 |
| 1895, | 360,639,658 | 346,739,520 | 13,900,138 | 7.18 |
| 1896, | 380,502,835 | 363,623,710 | 16,879,124 | 8.23 |
| 1897, | 385,439,818 | 367,353,742 | 18,086,076 | 8.78 |
| 1898, | 390,322,164 | 367,679,526 | 22,642,638 | 11.01 |
| 1899, | 400,265,132 | 375,363,693 | 24,901,439 | 11.68 |
| 1900, | 405,188,330 | 377,008,891 | 28,179,439 | 13.03 |
| 1901, | 419,743,521 | 385,417,287 | 34,326,234 | 16.32 |
| Averages, . . | \$373,782,300 | \$354,095,622 | \$19,686,678 | 9.83 |

INCOME AND EXPENDITURES.

The total income of the companies from all sources, for the year ending June 30, 1901, was \$94,307,564.70, and the total expenditures, including dividends paid, were \$93,827,244.19 — showing a net surplus for the year of \$480,320.51 to be added to surplus account.

The sources of total income, and the amount derived from each source as compared with the previous year, were as follows : —

Total Income, 1900 and 1901.

| INCOME. | 1900. | 1901. | Increase. |
|----------------------------------|--------------|--------------|-------------|
| Gross earnings from operation, . | \$82,191,293 | \$82,385,586 | \$194,293 |
| Rentals from lease of road, . | 6,895,521 | 10,557,324 | 3,661,803 |
| Income from other sources, . | 1,103,821 | 1,364,654 | 260,833 |
| Total Income, | \$90,190,635 | \$94,307,564 | \$4,116,929 |

The items of total expenditure, with the surplus for the year, and the increase or decrease in each item as compared with the previous year, are shown in the following table : —

Total Expenditures, 1900 and 1901.

| EXPENDITURES. | 1900. | 1901. | Increase. |
|---------------------------------|--------------|--------------|-------------|
| Expenses of operation, . . . | \$56,900,642 | \$57,293,591 | \$392,949 |
| Interest on debt and loans, . . | 6,196,653 | 6,410,411 | 213,758 |
| Taxes, | 5,005,730 | 4,884,370 | 121,360* |
| Rentals of leased roads, . . . | 8,270,958 | 11,967,616 | 3,696,658 |
| Other charges on income, . . . | 150,932 | 221,950 | 71,018 |
| Dividends paid, | 12,498,947 | 13,049,306 | 550,359 |
| Total Expenditures, | \$89,023,862 | \$93,827,244 | \$4,803,382 |
| Surplus for the year, | 1,166,773 | 480,320 | 686,453* |

* Decrease.

CAPITAL STOCK AND DIVIDENDS.

The aggregate capital stock of the forty-five Massachusetts corporations, June 30, 1901, was \$210,305,885.72 — a net decrease of \$5,907,376.93 from the previous year, resulting from additions and deductions in the case of the following companies : —

Additions : —

| | |
|---|-----------------------|
| Boston & Maine, | \$1,464,245 40 |
| Connecticut River, | 50,000 00 |
| Total additions to capital stock, | <u>\$1,514,245 40</u> |

Deductions : —

| | |
|--|-----------------------|
| Central Massachusetts (purchased by Boston & Maine), . . | <u>\$7,421,622 33</u> |
| Net decrease of capital stock, | \$5,907,376 93 |

Dividends.

The total amount of dividends declared the last year was \$13,049,306.39 — an increase of \$550,359.48 over the previous year. Thirty-two of the forty-five corporations declared dividends varying in rate from 1 to 10 per cent, and thirteen paid no dividends.

Five companies paid 10 per cent; three paid 9 per cent; one paid $8\frac{3}{4}$ per cent; three paid 8 per cent; one paid 7 per cent on common and 6 per cent on preferred; four paid 7 per cent; three paid 6 per cent; one paid $5\frac{3}{4}$ per cent; one paid 5 per cent; one paid 5 per cent on preferred and 1 per cent on a slight amount of common stock; one paid $4\frac{1}{2}$ per cent; two paid 4 per cent; one paid 3 per cent on preferred and nothing on common stock; one paid $2\frac{1}{2}$ per cent; two paid 2 per cent; and two paid 1 per cent.

The amount of the capital stock of the thirty-two dividend-paying companies was \$208,269,845.70,* on which the average rate of dividend was 6.27 per cent. The amount of the capital stock of the thirteen companies paying no dividends was \$2,036,040.02. Including the latter, the average dividend on the whole amount of capital stock outstanding at the end of the year was 6.20 per cent.

The following table gives the total capital stock outstanding at the end of the year; the net income available for dividends (after paying all expenses, interest, taxes, rentals and other charges); the amount of dividends declared; and the average percentage of dividends to total capital stock, for each of the last ten years:—

Capital Stock, Net Income and Dividends, 1892-1901.

| YEARS. | Capital Stock. | Net Divisible Income. | Dividends Declared. | Percentage to Total Capital Stock. |
|-------------|----------------|-----------------------|---------------------|------------------------------------|
| 1892, . . . | \$174,513,552 | \$10,168,031 | \$9,529,575 | 5.46 |
| 1893, . . . | 186,440,423 | 12,060,502 | 10,832,400 | 5.81 |
| 1894, . . . | 191,892,697 | 9,380,969 | 11,204,530 | 5.84 |
| 1895, . . . | 193,506,847 | 11,326,019 | 11,364,565 | 5.87 |
| 1896, . . . | 205,105,977 | 11,625,746 | 11,260,994 | 5.49 |
| 1897, . . . | 205,671,652 | 11,467,847 | 11,522,998 | 5.60 |
| 1898, . . . | 205,766,507 | 11,823,827 | 11,599,462 | 5.64 |
| 1899, . . . | 213,255,282 | 12,798,630 | 12,143,749 | 5.69 |
| 1900, . . . | 216,213,263 | 13,665,720 | 12,498,947 | 5.78 |
| 1901, . . . | 210,305,886 | 13,529,627 | 13,049,306 | 6.20 |
| Averages, . | \$200,267,210 | \$11,784,692 | \$11,500,653 | 5.74 |

FUNDED AND FLOATING DEBT.

The aggregate funded debt of the companies, June 30, 1901, was \$148,479,014.96—an increase of \$12,454,481.35 over the previous year, resulting from additions and deductions in the case of the following companies:—

Additions:—

| | |
|---|-----------------|
| Boston & Lowell, | \$219,000 00 |
| Boston & Maine, | 7,464,581 35 |
| Connecticut River, | 290,000 00 |
| New York, New Haven & Hartford, | 6,700,000 00 |
| Total additions to funded debt, | \$14,673,581 35 |

* Including common stock on which, in the case of two of these companies, no dividend was paid.

Deductions:—

| | |
|----------------------------------|----------------|
| Central Massachusetts, | \$2,100,000 00 |
| Chatham, | 1,100 00 |
| Fitchburg, | 18,000 00 |
| Nashua & Lowell, | 100,000 00 |

Total deductions from funded debt, \$2,219,100 00

Net increase of funded debt, \$12,454,481 35

Unfunded Debt.

The amount of real estate mortgages outstanding June 30, 1901, was \$858,300.00 — there being no change during the last two years.

The total unfunded debt, including the above mortgages, was \$26,632,386.24 — an increase of \$1,861,292.33 over the previous year.

The gross debt, funded and unfunded, was \$175,111,401.20 — an increase of \$14,315,773.68.

The net debt (the gross debt less \$37,413,016.83 of cash and current assets) was \$137,698,384.37 — an increase of \$2,121,323.28.

In computing the net debt, the sum of \$19,277,341.86 returned as “miscellaneous assets,” covering materials and supplies on hand, etc., is not included with cash and current assets in the deduction from gross debt.

The funded debt, unfunded debt, gross debt and net debt, for each of the last ten years, are shown in the following table:—

Funded, Unfunded, Gross and Net Debt, 1892-1901.

| YEARS. | Funded Debt. | Unfunded Debt.* | Gross Debt. | Net Debt.† |
|-----------------|---------------|-----------------|---------------|---------------|
| 1892, | \$100,108,797 | \$20,535,527 | \$120,644,324 | \$101,670,609 |
| 1893, | 108,468,211 | 25,642,398 | 134,110,609 | 115,003,021 |
| 1894, | 126,646,016 | 23,522,230 | 150,168,246 | 129,977,773 |
| 1895, | 128,991,353 | 24,241,320 | 153,232,673 | 132,723,454 |
| 1896, | 132,202,380 | 26,315,353 | 158,517,733 | 138,270,496 |
| 1897, | 135,816,380 | 25,865,710 | 161,682,090 | 141,054,983 |
| 1898, | 140,554,407 | 21,358,612 | 161,913,019 | 141,997,181 |
| 1899, | 138,001,534 | 24,106,877 | 162,108,411 | 138,565,122 |
| 1900, | 136,024,534 | 24,771,094 | 160,795,628 | 135,577,061 |
| 1901, | 148,479,015 | 26,632,386 | 175,111,401 | 137,698,384 |

* Including real estate mortgages.

† Gross debt less cash and current assets.

VOLUME OF TRAFFIC.

Train Mileage.

The total number of miles run by passenger trains (including in the passenger train mileage one-quarter of the mixed train mileage) the last year, on the roads of all the companies, was 28,528,070 — an increase of 307,800 miles over the previous year; by freight trains (including three-quarters of the mixed train mileage), 16,624,823 — a decrease of 1,055,446 miles; and by all other trains 15,888,988 — an increase of 2,737,107 miles.

The total number of miles run by trains of all kinds was 61,041,881, — an increase of 1,989,461 over the previous year.

The mileage of passenger, freight and other trains, for each of the last ten years, is stated in the following table : —

Train Mileage for Ten Years, 1892–1901.

| YEARS. | MILES RUN BY | | | Total Train Mileage. |
|-------------|-------------------|-----------------|---------------|----------------------|
| | Passenger Trains. | Freight Trains. | Other Trains. | |
| 1892, . . . | 23,548,735 | 17,466,057 | 10,350,670 | 51,365,462 |
| 1893, . . . | 26,041,383 | 19,172,518 | 12,213,041 | 57,426,942 |
| 1894, . . . | 25,118,810 | 16,932,335 | 11,166,135 | 53,217,280 |
| 1895, . . . | 24,302,800 | 17,019,851 | 10,582,973 | 51,905,624 |
| 1896, . . . | 26,392,246 | 18,354,625 | 12,610,907 | 57,357,778 |
| 1897, . . . | 26,236,109 | 17,452,890 | 11,834,184 | 55,523,183 |
| 1898, . . . | 27,046,501 | 17,721,128 | 11,666,838 | 56,434,467 |
| 1899, . . . | 27,749,110 | 17,691,524 | 11,067,915 | 56,508,549 |
| 1900, . . . | 28,220,270 | 17,680,269 | 13,151,881 | 59,052,420 |
| 1901, . . . | 28,528,070 | 16,624,823 | 15,888,988 | 61,041,881 |

The next table shows the train mileage on each of the three leading railroads of the State for the last year : —

Train Mileage (Three Roads) in 1901.

| RAILROAD COMPANIES. | MILES RUN BY | | | Total Train Mileage. |
|----------------------------|-------------------|-----------------|---------------|----------------------|
| | Passenger Trains. | Freight Trains. | Other Trains. | |
| Boston & Albany, . . . | 3,023,438 | 2,448,397 | 1,468,161 | 6,939,996 |
| Boston & Maine, . . . | 10,710,492 | 7,555,963 | 8,509,793 | 26,776,248 |
| N. Y., N. H. & Hartford, . | 13,958,232 | 6,149,700 | 5,695,009 | 25,802,941 |

Passenger Traffic.

The total number of passengers carried the last year was 108,758,528 — an increase of 9,775 passengers over the previous year. Each passenger travelled on the average a distance of 17.09 miles, making the total passenger mileage 1,859,200,923 — an increase of 947,644 miles, or passengers carried one mile, over the previous year.

The total volume of passenger traffic for each of the last ten years is shown in the following table : —

Passenger Mileage for Ten Years, 1892–1901.

| YEARS. | Passengers Carried. | Average Journey. (Miles.) | Total Passenger Mileage. | Average Passengers per Train Mile. |
|-------------|---------------------|---------------------------|--------------------------|------------------------------------|
| 1892, . . . | 110,915,454 | 14.35 | 1,591,795,252 | 67 |
| 1893, . . . | 119,779,947 | 14.56 | 1,744,388,553 | 67 |
| 1894, . . . | 109,434,184 | 14.85 | 1,624,569,781 | 65 |
| 1895, . . . | 107,856,348 | 15.17 | 1,636,197,381 | 67 |
| 1896, . . . | 111,629,051 | 15.89 | 1,773,733,208 | 67 |
| 1897, . . . | 102,743,890 | 16.29 | 1,674,175,174 | 64 |
| 1898, . . . | 101,940,722 | 16.47 | 1,678,640,940 | 63 |
| 1899, . . . | 102,043,980 | 16.82 | 1,716,081,605 | 62 |
| 1900, . . . | 108,768,303 | 17.08 | 1,858,253,279 | 66 |
| 1901, . . . | 108,758,528 | 17.09 | 1,859,200,923 | 65 |

The passenger mileage on the three leading railroads during the last year was as follows : —

Passenger Mileage (Three Roads) in 1901.

| RAILROAD COMPANIES. | Passengers Carried. | Average Journey. (Miles.) | Total Passenger Mileage. | Average Passengers per Train Mile. |
|---------------------|---------------------|---------------------------|--------------------------|------------------------------------|
| Boston & Albany, . | 10,112,576 | 22.72 | 229,796,683 | 76 |
| Boston & Maine, . | 38,496,814 | 16.43 | 632,476,537 | 59 |
| N.Y.,N.H.&Hartford, | 53,051,460 | 17.89 | 949,079,966 | 68 |

Freight Traffic.

The total number of tons of freight hauled on all the roads the last year was 39,463,814 — a decrease of 852,897 tons over the previous year. Each ton of freight was hauled on the average a distance of 89.07 miles, making the total freight mileage 3,515,066,493 — an increase of 55,627,230 miles, or tons hauled one mile, over the previous year.

Freight Mileage for Ten Years, 1892-1901.

| YEARS. | Tons of Freight Hauled. | Average Haul. (Miles.) | Total Freight Mileage. | Average Tons per Train Mile. |
|---------------|-------------------------|------------------------|------------------------|------------------------------|
| 1892, | 31,131,146 | 72.01 | 2,241,775,988 | 127 |
| 1893, | 32,995,033 | 73.68 | 2,431,081,708 | 125 |
| 1894, | 27,378,660 | 79.90 | 2,187,504,182 | 128 |
| 1895, | 30,858,173 | 83.01 | 2,561,598,881 | 148 |
| 1896, | 34,605,838 | 83.18 | 2,878,369,521 | 155 |
| 1897, | 33,276,416 | 84.80 | 2,821,770,240 | 160 |
| 1898, | 35,338,724 | 85.54 | 3,022,770,499 | 172 |
| 1899, | 36,228,084 | 88.65 | 3,211,643,434 | 182 |
| 1900, | 40,316,711 | 85.81 | 3,459,439,263 | 195 |
| 1901, | 39,463,814 | 89.07 | 3,515,066,493 | 211 |

The preceding table gives the total volume of freight traffic for each of the last ten years.

The next table gives the freight mileage on the three leading roads for the last year : —

Freight Mileage (Three Roads) in 1901.

| RAILROAD COMPANIES. | Tons of Freight Hauled. | Average Haul. (Miles.) | Total Freight Mileage. | Average Tons per Train Mile. |
|--------------------------|-------------------------|------------------------|------------------------|------------------------------|
| Boston & Albany, . | 4,998,234 | 114.11 | 570,341,990 | 233 |
| Boston & Maine, . | 17,516,571 | 87.82 | 1,538,317,388 | 204 |
| N. Y., N. H. & Hartford, | 15,436,435 | 83.72 | 1,292,378,364 | 210 |

EARNINGS AND EXPENSES OF OPERATION.

The gross earnings and expenses of operation the last year are classified, and compared with those of the previous year, in the following table : —

Gross Earnings and Expenses of Operation, 1900-1901.

| EARNINGS AND EXPENSES. | 1900. | 1901. | Increase. |
|----------------------------------|--------------|--------------|------------|
| Revenue from passengers, . . . | \$32,554,338 | \$32,509,569 | \$44,769* |
| from mails, express, etc., . | 5,177,905 | 5,279,330 | 101,425 |
| Revenue from freight, | 42,321,407 | 42,117,654 | 203,753* |
| from elevators, etc., . . . | 1,303,692 | 1,765,780 | 462,088 |
| Other earnings from operation, . | 833,951 | 713,253 | 120,698* |
| Gross earnings from operation, . | \$82,191,293 | \$82,385,586 | \$194,293 |
| Operating expenses, | 56,900,642 | 57,293,591 | 392,949 |
| Net earnings from operation, . | \$25,290,651 | \$25,091,995 | \$198,656* |

* Decrease.

The next two tables show the revenue from passenger service and freight service respectively, the other earnings from operation, and the gross earnings from operation, on each of the three leading roads for the last year, and on all of the roads for each of the past ten years : —

Gross Earnings from Operation (Three Roads) in 1901.

| RAILROAD COMPANIES. | Revenue from Passenger Service. | Revenue from Freight Service. | Other Earnings from Operation. | Gross Earnings from Operation. |
|----------------------------|---------------------------------|-------------------------------|--------------------------------|--------------------------------|
| Boston & Albany, | \$4,743,517 | \$4,987,410 | \$215,399 | \$9,946,326 |
| Boston & Maine, | 12,526,160 | 18,208,515 | 66,240 | 30,800,915 |
| N. Y., N. H. & Hartford, . | 19,853,093 | 19,864,701 | 414,517 | 40,132,311 |

Gross Earnings from Operation for Ten Years, 1892-1901.

| YEARS. | Revenue from Passenger Service. | Revenue from Freight Service. | Other Earnings from Operation. | Gross Earnings from Operation. |
|---------------|---------------------------------|-------------------------------|--------------------------------|--------------------------------|
| 1892, | \$32,211,733 | \$30,878,350 | \$1,053,204 | \$64,143,287 |
| 1893, | 35,579,616 | 34,360,752 | 995,562 | 70,935,930 |
| 1894, | 33,252,621 | 29,812,095 | 1,063,707 | 64,128,423 |
| 1895, | 33,396,319 | 33,682,562 | 1,076,025 | 68,154,906 |
| 1896, | 36,395,024 | 37,885,071 | 606,385 | 74,886,480 |
| 1897, | 34,745,628 | 36,514,714 | 674,431 | 71,934,773 |
| 1898, | 34,680,057 | 38,204,984 | 714,493 | 73,599,534 |
| 1899, | 35,325,236 | 39,310,129 | 794,697 | 75,430,062 |
| 1900, | 37,732,243 | 43,625,099 | 833,951 | 82,191,293 |
| 1901, | 37,788,899 | 43,883,434 | 713,253 | 82,385,586 |

Ratio of Operating Expenses to Gross Earnings.

The following tables give in like manner the gross earnings from operation, the operating expenses, the ratio of operating expenses to gross earnings, and the net earnings from operation of the three leading companies for the last year, and of all the companies for ten years : —

Ratio of Operating Expenses to Gross Earnings (Three Roads) in 1901.

| RAILROAD COMPANIES. | Gross Earnings from Operation. | Operating Expenses. | Percentage of Expenses to Earnings. | Net Earnings from Operation. |
|--------------------------|--------------------------------|---------------------|-------------------------------------|------------------------------|
| Boston & Albany, . | \$9,946,326 | \$6,425,571 | 66.03 | \$3,520,755 |
| Boston & Maine, . | 30,800,915 | 21,522,187 | 69.88 | 9,278,728 |
| N. Y., N. H. & Hartford, | 40,132,311 | 28,048,479 | 69.89 | 12,083,832 |

Ratio of Operating Expenses to Gross Earnings, 1892-1901.

| YEARS. | Gross Earnings from Operation. | Operating Expenses. | Percentage of Expenses to Earnings. | Net Earnings from Operation. |
|-----------------|--------------------------------|---------------------|-------------------------------------|------------------------------|
| 1892, | \$64,143,287 | \$44,690,012 | 69.67 | \$19,453,275 |
| 1893, | 70,935,930 | 49,503,963 | 69.79 | 21,431,967 |
| 1894, | 64,128,423 | 44,464,805 | 69.34 | 19,663,618 |
| 1895, | 68,154,906 | 46,446,304 | 68.15 | 21,708,602 |
| 1896, | 74,886,480 | 52,362,382 | 69.92 | 22,524,098 |
| 1897, | 71,934,773 | 49,413,299 | 68.69 | 22,521,474 |
| 1898, | 73,599,534 | 50,890,883 | 69.28 | 22,708,651 |
| 1899, | 75,430,061 | 51,490,351 | 68.26 | 23,939,710 |
| 1900, | 82,191,293 | 56,900,642 | 69.23 | 25,290,651 |
| 1901, | 82,385,586 | 57,293,591 | 69.54 | 25,091,995 |
| Averages, . . . | \$72,779,027 | \$50,345,623 | 69.18 | \$22,433,404 |

Earnings and Expenses per Mile of Road Operated.

The average gross earnings and expenses of operation, and the net earnings from operation, per total mile of road operated by the three leading companies for the last year, and by all of the companies for each of the past ten years, are shown in the following tables : —

*Earnings and Expenses per Mile of Road Operated (Three Roads)
in 1901.*

| RAILROAD COMPANIES. | Gross Earnings. | Operating Ex- penses. | Net Earnings. |
|--------------------------------|-----------------|--------------------------|---------------|
| Boston & Albany, | \$25,230 | \$16,299 | \$8,931 |
| Boston & Maine, | 13,647 | 9,536 | 4,111 |
| N. Y., N. H. & Hartford, . . . | 19,695 | 13,765 | 5,930 |

Earnings and Expenses per Mile of Road Operated, 1892-1901.

| YEARS. | Gross Earnings. | Operating Expenses. | Net Earnings. | YEARS. | Gross Earnings. | Operating Expenses. | Net Earnings. |
|---------|-----------------|---------------------|---------------|---------|-----------------|---------------------|---------------|
| 1892, . | \$15,920 | \$11,092 | \$4,828 | 1897, . | \$15,229 | \$10,461 | \$4,768 |
| 1893, . | 16,390 | 11,438 | 4,952 | 1898, . | 15,571 | 10,766 | 4,805 |
| 1894, . | 14,813 | 10,271 | 4,542 | 1899, . | 15,773 | 10,767 | 5,006 |
| 1895, . | 15,660 | 10,672 | 4,988 | 1900, . | 16,894 | 11,696 | 5,198 |
| 1896, . | 15,845 | 11,079 | 4,766 | 1901, . | 16,864 | 11,728 | 5,136 |

Earnings and Expenses per Revenue-Train Mile.

The average gross earnings and expenses of operation, and the net earnings from operation, per total mile run by trains earning revenue, on all of the roads, for each of the last ten years, have been as follows : —

Earnings and Expenses per Total Revenue-Train Mile, 1892-1901.

| YEARS. | Gross Earnings. | Operating Expenses. | Net Earnings. | YEARS. | Gross Earnings. | Operating Expenses. | Net Earnings. |
|---------|-----------------|---------------------|---------------|---------|-----------------|---------------------|---------------|
| 1892, . | \$1.554 | \$1.083 | \$0.471 | 1897, . | \$1.638 | \$1.125 | \$0.513 |
| 1893, . | 1.558 | 1.088 | .470 | 1898, . | 1.637 | 1.132 | .505 |
| 1894, . | 1.512 | 1.051 | .461 | 1899, . | 1.653 | 1.128 | .525 |
| 1895, . | 1.637 | 1.115 | .522 | 1900, . | 1.791 | 1.240 | .551 |
| 1896, . | 1.664 | 1.163 | .501 | 1901, . | 1.825 | 1.269 | .556 |

Earnings and Expenses per Revenue-Train Mile (Three Roads) in 1901.

| RAILROAD COMPANIES. | Gross Earnings per Passenger-Train Mile. | Gross Earnings per Freight-Train Mile. | PER TOTAL REVENUE-TRAIN MILE. | | |
|--------------------------|--|--|-------------------------------|---------------------|---------------|
| | | | Gross Earnings. | Operating Expenses. | Net Earnings. |
| Boston & Albany, . . | \$1.569 | \$2.037 | \$1.818 | \$1.174 | \$0.644 |
| Boston & Maine, . . | 1.170 | 2.410 | 1.686 | 1.178 | .508 |
| N. Y., N. H. & Hartford, | 1.422 | 3.230 | 1.996 | 1.395 | .601 |
| Averages, . . | \$1.341 | \$2.666 | \$1.845 | \$1.277 | \$0.568 |

The average gross earnings from operation per passenger-train mile and per freight-train mile, and the gross and net earnings and operating expenses per total revenue-train mile, on the three leading railroads of the State, are given for the last year in the preceding table.

The *expenses* of operation per passenger-train mile and per freight-train mile, respectively, cannot be stated, because the operating expenses of the passenger department are not kept by the companies separately from those of the freight department.

Earnings and Expenses per Total Train Mile.

The average gross earnings and operating expenses per train mile of *all* trains, including switching, construction and other trains not earning revenue, on all of the roads for the last ten years, and on each of the three leading roads for the last two years, are stated in the following tables:—

Earnings and Expenses per Total Train Mile, 1892–1901.

| YEARS. | Gross Earnings. | Operating Expenses. | Net Earnings. | YEARS. | Gross Earnings. | Operating Expenses. | Net Earnings. |
|---------|-----------------|---------------------|---------------|---------|-----------------|---------------------|---------------|
| 1892, . | \$1.249 | \$0.870 | \$0.379 | 1897, . | \$1.296 | \$0.890 | \$0.406 |
| 1893, . | 1.235 | .862 | .373 | 1898, . | 1.304 | .902 | .402 |
| 1894, . | 1.205 | .835 | .370 | 1899, . | 1.335 | .911 | .424 |
| 1895, . | 1.313 | .895 | .418 | 1900, . | 1.392 | .964 | .428 |
| 1896, . | 1.303 | .913 | .390 | 1901, . | 1.350 | .939 | .411 |

Earnings and Expenses per Total Train Mile (Three Roads) in 1900 and 1901.

| RAILROAD COMPANIES. | GROSS EARNINGS. | | OPERATING EXPENSES. | | NET EARNINGS. | |
|-------------------------|-----------------|---------|---------------------|---------|---------------|---------|
| | 1900. | 1901. | 1900. | 1901. | 1900. | 1901. |
| Boston & Albany, . . | \$1.328 | \$1.433 | \$0.876 | \$0.926 | \$0.452 | \$0.507 |
| Boston & Maine, . . | 1.211 | 1.150 | .846 | .804 | .365 | .346 |
| Fitchburg, | 1.287 | — | .856 | — | .431 | — |
| N. Y. N. H. & Hartford, | 1.583 | 1.555 | 1.108 | 1.087 | .475 | .468 |
| Averages, | \$1.399 | \$1.359 | \$0.967 | \$0.941 | \$0.432 | \$0.418 |

FARES AND FREIGHTS.

Passenger Fares.

The average passenger fare per mile on the Massachusetts railroads for each of the last thirty years, as ascertained from the annual returns to the Board, is given in the following table:—

Average Passenger Fare per Mile (All Massachusetts Roads) for 30 Years, 1872 to 1901.

| YEARS. | Fares. | YEARS. | Fares. | YEARS. | Fares. |
|-----------|--------|-----------|--------|-----------|--------|
| | Cents. | | Cents. | | Cents. |
| 1872, . . | 2.43 | 1882, . . | 2.00 | 1892, . . | 1.83 |
| 1873, . . | 2.32 | 1883, . . | 2.00 | 1893, . . | 1.83 |
| 1874, . . | 2.30 | 1884, . . | 1.92 | 1894, . . | 1.80 |
| 1875, . . | 2.30 | 1885, . . | 1.88 | 1895, . . | 1.78 |
| 1876, . . | 2.23 | 1886, . . | 1.88 | 1896, . . | 1.79 |
| 1877, . . | 2.22 | 1887, . . | 1.85 | 1897, . . | 1.80 |
| 1878, . . | 2.18 | 1888, . . | 1.90 | 1898, . . | 1.78 |
| 1879, . . | 2.11 | 1889, . . | 1.87 | 1899, . . | 1.77 |
| 1880, . . | 2.05 | 1890, . . | 1.82 | 1900, . . | 1.75 |
| 1881, . . | 2.02 | 1891, . . | 1.83 | 1901, . . | 1.75 |

The following table gives the average passenger fares per mile on the *five* leading Massachusetts railroads, taken singly and as a group, for the years 1870, 1880 and 1890, and for each of the last three years, 1899 to 1901.

*Average Passenger Fare per Mile (Five Roads) in 1870, 1880, 1890
and 1899-1901.*

| RAILROAD COMPANIES. | 1870. | 1880. | 1890. | 1899. | 1900. | 1901. |
|------------------------------|--------|--------|--------|--------|--------|--------|
| | Cents. | Cents. | Cents. | Cents. | Cents. | Cents. |
| Boston & Albany, . . . | 2.78 | 2.09 | 1.86 | 1.74 | 1.75 | 1.74 |
| Boston & Maine, . . . | 2.14 | 2.14 | 1.83 | 1.71 | 1.73 | 1.76 |
| Fitchburg, | 2.56 | 1.88 | 1.91 | 1.80 | 1.81 | — |
| New England, | — | 2.12 | 1.96 | — | — | — |
| N. Y., N. H. & Hartford, . . | 2.38 | 1.92 | 1.73 | 1.80 | 1.78 | 1.76 |
| All five companies, . . . | 2.40 | 2.01 | 1.81 | 1.77 | 1.76 | 1.76 |

Freight Rates.

In the tables which follow, the average rates per ton mile for the transportation of merchandise on the railroads of this State are shown for the same years and intervals of years, for all of the roads and for the same groups of roads, as in the preceding tables of passenger fares.

The first table gives the average freight rate per ton mile on all of the roads for each of the last thirty years : —

*Average Freight Rate per Ton Mile (All Massachusetts Roads) for
30 Years, 1872 to 1901.*

| YEARS. | Rates. | YEARS. | Rates. | YEARS. | Rates. |
|-------------|--------|-------------|--------|-------------|--------|
| | Cents. | | Cents. | | Cents. |
| 1872, . . . | 2.81 | 1882, . . . | 1.71 | 1892, . . . | 1.36 |
| 1873, . . . | 2.75 | 1883, . . . | 1.72 | 1893, . . . | 1.39 |
| 1874, . . . | 2.64 | 1884, . . . | 1.64 | 1894, . . . | 1.33 |
| 1875, . . . | 2.45 | 1885, . . . | 1.59 | 1895, . . . | 1.28 |
| 1876, . . . | 2.17 | 1886, . . . | 1.64 | 1896, . . . | 1.28 |
| 1877, . . . | 2.07 | 1887, . . . | 1.62 | 1897, . . . | 1.25 |
| 1878, . . . | 1.92 | 1888, . . . | 1.55 | 1898, . . . | 1.22 |
| 1879, . . . | 1.82 | 1889, . . . | 1.50 | 1899, . . . | 1.18 |
| 1880, . . . | 1.84 | 1890, . . . | 1.45 | 1900, . . . | 1.22 |
| 1881, . . . | 1.71 | 1891, . . . | 1.42 | 1901, . . . | 1.20 |

The following table shows the average rate per ton mile on the *five* leading railroads of the State, taken singly and as a group, in 1870, 1880 and 1890, and for each of the last three years, 1899 to 1901 : —

Average Freight Rate per Ton Mile (Five Roads) in 1870, 1880, 1890 and 1899-1901.

| RAILROAD COMPANIES. | 1870. | 1880. | 1890. | 1899. | 1900. | 1901. |
|------------------------------|--------|--------|--------|--------|--------|--------|
| | Cents. | Cents. | Cents. | Cents. | Cents. | Cents. |
| Boston & Albany, | 2.19 | 1.21 | 1.11 | .78 | .82 | .83 |
| Boston & Maine, | 4.45 | 2.56 | 1.76 | 1.43 | 1.44 | 1.13 |
| Fitchburg, | 4.81 | 1.37 | .99 | .77 | .80 | — |
| New England, | — | 2.86 | 1.22 | — | — | — |
| N. Y., N. H. & Hartford, . . | 4.09 | 2.41 | 2.07 | 1.41 | 1.45 | 1.48 |
| All five companies, . . . | 2.95 | 1.65 | 1.44 | 1.18 | 1.22 | 1.21 |

COST OF REPAIRS, WAGES AND FUEL.

The average cost of certain specified items of repairs and renewals, and also of wages and fuel, per total train mile, on all of the roads for the past six years, and on each of the three leading roads for the last year, appears in the following tables : —

Cost of Repairs, etc., per Total Train Mile, 1896-1901.

| REPAIRS, WAGES, ETC. | 1896. | 1897. | 1898. | 1899. | 1900. | 1901. |
|---------------------------|---------|---------|---------|---------|---------|---------|
| Repair of roadbed,* . . | \$0.121 | \$0.120 | \$0.119 | \$0.120 | \$0.109 | \$0.101 |
| Renewal of rails, . . . | .008 | .015 | .010 | .009 | .006 | .005 |
| Repair of bridges, . . . | .013 | .012 | .013 | .013 | .018 | .014 |
| Repair of locomotives, . | .044 | .047 | .048 | .051 | .069 | .055 |
| Repair of passenger cars, | .040 | .037 | .037 | .034 | .036 | .039 |
| Repair of freight cars, . | .043 | .033 | .038 | .041 | .039 | .040 |
| Wages, | .310 | .309 | .312 | .315 | .328 | .324 |
| Fuel, | .100 | .100 | .100 | .096 | .109 | .119 |
| Totals, | \$0.679 | \$0.673 | \$0.677 | \$0.679 | \$0.714 | \$0.697 |

* Including renewal of ties.

Cost of Repairs, etc., per Total Train Mile (Three Roads) in 1901.

| REPAIRS, WAGES, ETC. | Boston & Albany. | Boston & Maine. | N. Y., N. H. & Hartford. | Averages. |
|----------------------------------|------------------|-----------------|--------------------------|-----------|
| Repair of roadbed,* . . . | \$0.099 | \$0.093 | \$0.111 | \$0.101 |
| Renewal of rails, . . . | .005 | .007 | .003 | .005 |
| Repair of bridges, . . . | .009 | .009 | .019 | .014 |
| Repair of locomotives, . . . | .078 | .052 | .053 | .055 |
| Repair of passenger cars,† . . . | .085 | .069 | .093 | .083 |
| Repair of freight cars,‡ . . . | .110 | .149 | .164 | .149 |
| Wages, | .304 | .267 | .390 | .325 |
| Fuel, | .128 | .124 | .113 | .120 |
| Totals, | \$0.818 | \$0.770 | \$0.946 | \$0.852 |

* Including renewal of ties.

† Per total passenger-train mile (including baggage, express and mail cars).

‡ Per total freight-train mile.

The next table gives the cost of repairs per locomotive and per car on each of the same three roads the last year : —

Cost of Repairs per Locomotive and per Car (Three Roads) in 1901.

| RAILROAD COMPANIES. | Per Locomotive. | Per Passenger Car.* | Per Freight Car. | Totals. |
|--------------------------------|-----------------|---------------------|------------------|------------|
| Boston & Albany, . . . | \$2,182 12 | \$711 93 | \$62 73 | \$2,956 78 |
| Boston & Maine, . . . | 1,444 86 | 484 11 | 69 35 | 1,998 32 |
| N. Y., N. H. & Hartford, . . . | 1,493 43 | 714 27 | 78 33 | 2,286 03 |
| Averages, | \$1,551 68 | \$619 06 | \$71 96 | \$2,242 70 |

* Including baggage, express and mail cars.

ROLLING STOCK.

The following table shows the amount of rolling stock (owned and leased) of all the companies, as returned at the end of each of the last seven years : —

Schedule of Rolling Stock, 1895-1901.

| ROLLING STOCK. | 1895. | 1896. | 1897. | 1898. | 1899. | 1900. | 1901. |
|--------------------------------------|--------|--------|--------|--------|--------|--------|--------|
| Locomotives, . | 1,982 | 2,062 | 2,069 | 2,072 | 2,091 | 2,102 | 2,169 |
| Passenger cars, . | 3,139 | 3,217 | 3,192 | 3,174 | 3,144 | 3,161 | 3,255 |
| Baggage, express and mail cars, . | 517 | 569 | 569 | 577 | 582 | 610 | 566 |
| Freight cars, . | 37,116 | 39,423 | 37,036 | 35,491 | 33,935 | 34,292 | 33,801 |
| Gravel cars, etc., . | 1,519 | 1,928 | 1,920 | 1,890 | 1,937 | 1,980 | 1,850 |

NUMBER OF EMPLOYEES.

The average number of persons employed during the last year by all the railroad corporations making returns to the Board was 53,564. The following table gives the average number of employees for each of the last ten years:—

Average Number of Employees, 1892-1901.

| YEARS. | Number of Employees. | YEARS. | Number of Employees. |
|---------------|-------------------------|---------------|-------------------------|
| 1892, | 44,784 | 1897, | 50,924 |
| 1893, | 48,831 | 1898, | 51,602 |
| 1894, | 46,727 | 1899, | 51,881 |
| 1895, | 46,533 | 1900, | 53,045 |
| 1896, | 52,127 | 1901, | 53,564 |

Respectfully submitted,

FRED E. JONES,
Accountant.

GENERAL SUMMARY OF RAILROAD ACCIDENTS.

During the year ending June 30, 1901, there was no serious disaster on the railroads of this State resulting in loss of life and limb. No passenger was killed in a train accident; but one was injured in a collision of trains, and one in a derailment. Three employees were killed in train collisions, and two were killed in derailments of freight trains. A tabular statement of train accidents will be found in the Appendix.

NUMBER OF PERSONS INJURED.

The total number of persons injured by accidents on railroads in this State during the year ending June 30, 1901, as reported from time to time by the several companies, was 611, being 316 less than the number reported for the preceding year, and 461 less than in 1899.

Of the total number of injuries, 179 were fatal and 432 were not fatal. Of the total number of persons injured, 37 were passengers (a very much smaller number than in any year during the last twenty), 384 were employees, 44 were persons on highway crossings or stations where passage across the tracks is allowed, and 146 were trespassers. Of the total number, 19 were children.

ACCIDENTS TO PASSENGERS.

The number of passengers killed and injured was 37, a much smaller number than in any year during the last twenty. No passenger was killed and but 6 were injured by causes beyond

Passengers Killed and Injured in Massachusetts in 1900 and 1901.

| PASSENGERS CARRIED, ETC. | 1900. | 1901. |
|---|-----------------|------------------|
| Total number of passengers carried in Massachusetts,* | 87,014,642 | 87,006,823 |
| Total miles travelled in Massachusetts, | 1,486,602,603 | 1,487,360,738 |
| Passengers <i>killed</i> by causes beyond their control, | 0 | 0 |
| Ratio to total passengers carried, | — | — |
| Ratio to total miles travelled, | — | — |
| Passengers <i>injured</i> by causes beyond their control, | 66 | 6 |
| Ratio to total passengers carried, | 1 to 1,318,403 | 1 to 14,501,137 |
| Ratio to total miles travelled, | 1 to 22,524,282 | 1 to 247,893,456 |
| Passengers <i>killed</i> by their own fault or want of care, | 4 | 4 |
| Ratio to passengers carried, | 1 to 21,753,660 | 1 to 21,751,706 |
| Passengers <i>injured</i> by their own fault or want of care, | 23 | 27 |
| Ratio to passengers carried, | 1 to 37,832,245 | 1 to 3,222,475 |

* The total number of passengers carried in Massachusetts is estimated to be about 80 per cent of the total number carried on the several roads both in and out of the State.

their own control. Four were killed, and 27 were injured by reason of their own fault or want of caution.

In 1881, twenty years ago, 42 passengers were killed or injured out of a total number carried in this State of 39,837,593, or 1 to 948,573. Twenty-seven were killed or injured in 1901 out of a total number carried in this State of 87,006,823, or 1 to 2,351,399.

ACCIDENTS TO EMPLOYEES.

The number of employees injured was 384, or 146 smaller than in the preceding year, and 314 less than the average for ten years. Of the whole number, 279 were trainmen and 105 were employed in other capacities.

By coupling and uncoupling freight cars 5 were killed and 93 were injured, being 1 more fatal case than in the preceding year and 72 less of those less seriously injured, which is the most favorable showing in the last ten years.

Accidents in Coupling and Uncoupling Cars.

| RAILROADS. | Number of Accidents in Coupling and Uncoupling Cars. | Total Number of Freight Cars. | Number Equipped with Automatic Couplers. | Percentage of Cars so Equipped. |
|----------------------------|---|-------------------------------------|---|---------------------------------------|
| Boston & Albany, . . . | 20 | 4,306 | 4,306 | 100 |
| Boston & Maine, . . . | 64 | 16,249 | 15,295 | 94 |
| New London Northern, . | — | 187 | 187 | 100 |
| N. Y., N. H. & Hartford, . | 13 | 12,915 | 12,915 | 100 |
| Totals, | 97 | 33,657 | 32,703 | 97 |

As will be seen by the foregoing table, the freight cars of the railroads of this State are almost fully equipped with automatic couplers and other safety appliances, but to what extent the cars of foreign roads which are not so equipped come into the State, and furnish coupling accidents, it is impossible to state without further investigation. But it is probable that the number of foreign cars not equipped with automatic couplers is gradually decreasing. As the time within which the cars are required by law to be equipped has not been extended beyond August 1, 1900, it is to be presumed that the law is being complied with.

One employee was killed and 19 were injured by coming in contact with overhead bridges, which is 5 less than the average number injured by this cause in ten years. As the number of overhead bridges has increased in recent years, it is apparent that the number of employees exposed to this class of accidents does not increase with the general increase of employees. The adoption of safety appliances makes the exposure less necessary. By train accidents (including locomotive and detached cars) 6 were killed and 20 were injured. By falling from cars or engines 19 were killed and 57 were injured. By various other causes, and in various employments, chiefly about freight yards, 30 were killed and 134 were injured.

ACCIDENTS AT GRADE CROSSINGS.

The total number of persons injured at grade crossings was 44, of whom 25 were fatally and 19 were seriously injured. At crossings protected by gates or flags 13 were killed and 7 were injured. At unprotected crossings 8 persons were killed and 8 were injured. That is a total of accidents at grade crossings of 37, but little more than half as many as in 1891. The following table shows the accidents on each railroad in the several classes : —

Casualties at Grade Crossings during the Year ending June 30, 1901.

| RAILROADS. | AT PROTECTED CROSSINGS. | | AT UNPROTECTED CROSSINGS. | | TOTAL. | | Total Grade Crossings. | Total Persons Killed or Injured. | Ratio of Accidents to Crossings.† |
|---|-------------------------|----------|---------------------------|----------|---------|----------|------------------------|----------------------------------|-----------------------------------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | | | |
| Boston & Albany, | 2 | 3 | - | 2 | 2 | 5 | 220 | 7 | 1 to 31 |
| Boston & Maine, | 4 | 1 | 4 | 2 | 8 | 3 | 810 | 11 | 1 to 74 |
| Boston, Revere Beach & Lynn,* | - | - | - | - | - | - | 11 | - | - |
| Cape Ann Granite, | - | - | - | - | - | - | 2 | - | - |
| Grafton & Upton, | - | - | - | - | - | - | 29 | - | - |
| Hoosac Tunnel & Wilmington,* | - | - | - | - | - | - | - | - | - |
| Nantucket Central,* | - | - | - | - | - | - | 5 | - | - |
| New London Northern, | - | - | 2 | - | 2 | - | 52 | 2 | 1 to 26 |
| New York, New Haven & Hartford, | 8 | 3 | 2 | 4 | 10 | 7 | 872 | 17 | 1 to 51 |
| Totals, | 14 | 7 | 8 | 8 | 22 | 15 | 2,001 | 37 | 1 to 54 |

* A narrow-gauge railroad.

† The ratio at protected crossings was 1 to 54; at unprotected crossings, 1 to 54.

One cause of the reduction in the number of accidents at grade crossings is the elimination of many of the most dangerous of these crossings under chapter 428 of the Acts of 1890. The following table shows the number of crossings abolished on the several roads:—

Grade Crossings Abolished since 1890.

| RAILROAD. | Under Chapter 428, Acts of 1890. | In Process of Abolition. | Under Special Acts. | Under Special Acts, in Process. | Total Cases under Act of 1890. |
|--------------------------------|----------------------------------|--------------------------|---------------------|---------------------------------|--------------------------------|
| Boston & Albany, | 84 | 7 | 11* | — | 91 |
| Boston & Maine, | 49 | 4 | 4 | — | 53 |
| Boston, Revere Beach & Lynn, . | — | — | 6† | — | — |
| Grafton & Upton, | — | — | — | — | — |
| New London Northern, . . . | 2 | 3 | — | — | 5 |
| N. Y., New Haven & Hartford, . | 52 | 1 | 35 | 6 | 53 |

* Included in 84.

† By reason of change of location by Metropolitan Park Commission.

ACCIDENTS AT STATIONS.

At stations where persons proposing to take a train or leaving a train are allowed to cross tracks, there were 3 persons killed and 21 injured less seriously, a very much more favorable report than in the preceding year. Persons injured when getting on or off trains are generally classed as passengers unless they are trespassers.

ACCIDENTS TO TRESPASSERS.

The total number of trespassers killed and injured was 146. Of these, 118 were unlawfully on the track and 28 were unlawfully on the cars; 89 were killed and 57 were injured. This is a much smaller number of such accidents than last year, and less than the average for ten years, the average being 136 killed and 107 injured.

Two of the trespassers are reported to have been suicides.

RAILROAD BRIDGES.

*The Board of Railroad Commissioners, Hon. JAMES F. JACKSON, Chairman,
Boston, Mass.*

GENTLEMEN : — I beg leave to present the following statement regarding the bridges on the steam railroads of this Commonwealth.

The number and kind of bridges are given in the following tables, similar to those published in previous reports. Table I. gives the number of bridges of each kind, while Table II. gives the total length of bridges of stone, wood, and metal.

TABLE I. — Number and Description of Railroad Bridges in Massachusetts, June 30, 1901.

| RAILROADS. | Pile Bridges. | Wooden Trestles. | Wooden Stringers. | Braced or Trussed Stringers. | Wooden or Combination Trusses. | Stone or Brick Arches. | I-Beams. | Plate Girders. | Metal Riveted Trusses. | Metal Pin-connected Trusses. | Rails. | Pin-connected Metal Swing Bridges. | Metal Folding, Rolling Lift or Jack-knife Draws. | Pratt, Howe or other Wooden Jack-knife Draws. | Plate Girder Swing Bridges. | Trussed Beam Swing Draws. | Total Spans Stone Bridges. | Total Wooden and Combination Bridges (Fixed Spans). | Total Metal Bridges (Fixed Spans). | Total Movable Bridges. | Grand Totals. | Total Length of Pile and Trestle Bridging (Approximate). |
|---|---------------|------------------|-------------------|------------------------------|--------------------------------|------------------------|----------|------------------|------------------------|------------------------------|--------|------------------------------------|--|---|-----------------------------|---------------------------|----------------------------|---|------------------------------------|------------------------|---------------|--|
| | | | | | | | | | | | | | | | | | | | | | | |
| Boston & Albany, | 7 | 4 | - | - | 5 | 49 | 54 | 85 | 67 | - | - | - | 2 | 2 | - | - | 49 | 16 | 206 | 4 | 275 | 3,497 |
| Boston & Maine, | 67 | 16 | 71 | 8 | 26 | 83 | 76 | 272 | 70 | 48 | - | 1 | 1 | 10 | 2 | 1 | 83 | 187 | 467 | 15 | 752 | 21,692 |
| Boston, Revere Beach & Lynn, | 5 | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | 1 | - | 5 | - | 2 | 7 | 5,891 |
| Central New England, | 1 | - | - | - | - | - | - | 5 | - | 2 | - | - | - | - | - | - | - | 1 | 7 | - | 8 | 90 |
| Grafton & Upton, | 1 | - | 3 | - | 1 | 1 | - | 1 | - | - | - | - | - | - | - | - | 1 | 5 | 1 | - | 7 | 48 |
| New London Northern, | 5 | 3 | 8 | 1 | 7 | 1 | 2 | 14 | 12 | - | - | - | - | - | - | - | 1 | 24 | 28 | - | 53 | 558 |
| New York, New Haven & Hartford, | 75 | 10 | 94 | 8 | 17 | 123 | 42 | 353 ¹ | 13 | 28 | 8 | 2 | 1 | 2 | 1 | - | 123 | 203 | 475 | 6 | 807 | 15,059 |
| Totals, | 161 | 33 | 176 | 17 | 56 | 257 | 174 | 756 | 162 | 78 | 8 | 3 | 4 | 14 | 4 | 2 | 257 | 441 | 1,184 | 27 | 1,909 | 46,855 |
| Deduct as counted twice, | - | - | - | - | - | - | - | 4 | - | - | - | - | - | - | - | - | - | - | 4 | - | 4 | - |
| Net totals, | 161 | 33 | 176 | 17 | 56 | 257 | 174 | 756 | 162 | 78 | 8 | 3 | 4 | 14 | 4 | 2 | 257 | 441 | 1,180 | 27 | 1,905 | 46,855 |

¹ Including 2 steel arches.

TABLE II. — *Length of Bridging of Wood, Stone, and Metal, June 30, 1901.*

| RAILROADS. | WOODEN BRIDGES. | | STONE BRIDGES. | | METAL BRIDGES. | |
|-----------------------------|-----------------|----------------------|----------------|----------------------|----------------|----------------------|
| | Number. | Total Length (Feet). | Number. | Total Length (Feet). | Number. | Total Length (Feet). |
| Boston & Albany, . . . | 18 | 3,984 | 49 | 1,234 | 208 | 11,047 |
| Boston & Maine, . . . | 198 | 27,163 | 83 | 1,699 | 471 | 25,328 |
| Boston, Revere B. & Lynn, . | 6 | 5,928 | — | — | 1 | 100 |
| Central New England, . | 1 | 90 | — | — | 7 | 580 |
| Grafton & Upton, . . . | 5 | 130 | 1 | 15 | 1 | 46 |
| New London Northern, . | 24 | 1,555 | 1 | 19 | 28 | 1,870 |
| N. Y., N. H. & Hartford, . | 205 | 17,988 | 123 | 3,186 | 475 | 20,296 |
| Totals, | 457 | 56,838 | 257 | 6,153 | 1,191 | 59,267 |

The following work has been done by the railroad companies during the past year : —

On the Boston & Albany Railroad, one new bridge, consisting of two rolled beam spans, and one plate girder span has been built to abolish a grade crossing; one rolled beam span has been replaced by plate girders, two pile bridges have been rebuilt, two drawbridges have been rebuilt, three iron bridges have been strengthened, and one trestle bridge has been repaired.

On the Boston & Maine Railroad, two spans of Howe trusses have been eliminated, one pile bridge and two wooden stringer bridges have been rebuilt, two wooden stringer bridges have been replaced by plate girder bridges, four new plate girder bridges have been built to abolish grade crossings, two culverts have been replaced by pile bridges, one iron bridge has been strengthened, two spans of trussed wooden stringers have been replaced by a trestle, one wooden stringer span has been replaced by rolled beams, one pile bridge has been repaired, one wooden stringer span and one rolled beam span have been filled.

On the New London Northern, five spans of Howe trusses have been replaced by plate girders, and one Howe truss has been replaced by riveted trusses; one trussed wooden stringer span has been replaced by plate girders, and one pile bridge has been repaired.

On the New York, New Haven & Hartford, twelve new plate girder spans, one new rolled beam span, and one riveted truss span have been built; two trussed wooden stringers and two trussed iron string-

ers have been replaced by plate girders, one plate girder span has been replaced by a longer bridge of seven spans of plate girders, two wooden stringer spans have been replaced by rolled beams, one wooden stringer span has been filled, three wooden stringer spans and three pile bridges have been rebuilt, one trussed wooden stringer span has been strengthened, two spans of pin-connected trusses have been repaired, one wooden trestle has been rebuilt, another replaced by a pile bridge, and various other repairs have been made.

Table III. gives in tabular form the summary of these changes.

TABLE III. — *Bridge Work done in the Year ending June 30, 1901.*

| RAILROADS. | NEW BRIDGES BUILT. | | | BRIDGES REBUILT. | | | BRIDGES STRENGTHENED. | | |
|------------------------------|--------------------|--------|--------|------------------|----------------|--------|-----------------------|--------|--------|
| | Wood. | Stone. | Metal. | Wood. | Stone. | Metal. | Wood. | Stone. | Metal. |
| Boston & Albany, | - | - | 3 | 2 | - | 3 | 1 | - | 3 |
| Boston & Maine, | - | - | 4 | 8 ¹ | 2 ² | - | 1 | - | 1 |
| Boston, Revere Beach & Lynn, | - | - | - | - | - | - | - | - | - |
| Central New England, . . | - | - | - | - | - | - | - | - | - |
| New London Northern, . . | - | - | - | 7 ³ | - | - | 1 | - | - |
| N. Y., N. H. & Hartford, . | - | - | 14 | 12 ⁴ | - | 3 | 1 | - | 2 |
| Totals, | - | - | 21 | 29 | 2 | 6 | 4 | - | 6 |

¹ 3 as metal.

² Culverts replaced by pile bridges.

³ 7 as metal.

⁴ 4 as metal.

As a whole, the bridges of the State are probably in better condition than ever before. The weight of engines on the different roads continues to increase, however, and further strengthening of bridge structures will be required from time to time.

Respectfully submitted,

GEORGE F. SWAIN,
Bridge Engineer.

MATTERS TOUCHING REVENUE.

It is evident that the railroads have shared in the general prosperity of the year. The extent to which this is true becomes more apparent when operating expenses are studied in the light of explanations as to what they include. As this elastic item accommodates the varying financial conditions of different companies, expenditures for additional equipment and permanent improvements appear in it to a greater or less extent, as the earnings in one and another case may permit. A

policy that keeps roads at the highest state of efficiency is a good one.

A railroad management is primarily held responsible to stockholders for the manner in which the business is conducted; and, however liberal its policy toward the public, its accountability to the owners necessitates every effort to maintain and increase revenues. Lower fares and better accommodations will be furnished voluntarily, when they are incident to a business policy adopted to increase earning power. But it is at times necessary and proper to make demands upon these companies which involve a possible loss of revenue, in order to secure what is due to the public. This should be done, however, only after careful inquiry and study of consequences. Any policy which jeopardizes the prosperity of a company through reckless interference with earning power is as unfortunate for the public at large as for the stockholders. And it is to be borne in mind that a trifling reduction in a rate means a very substantial decrease in aggregate receipts.

In its last annual report, the Board, in view of existing conditions and the period that had elapsed since any change in fares, deemed it just to ask some reduction in the cost of travel; and recommended, as a measure not ideal, but on the whole best adapted at the moment to this end, the introduction of the 500-mile book, at the rate of 2 cents a mile. This recommendation was adopted and put in force by the railroads. It was a step toward bringing about a rate of 2 cents a mile for long-distance travel. Under continued conditions of prosperity such standard charge is to be expected at an early day.

Suburban fares have been considered in two recent cases. In the one, a recommendation was made that a fare be reduced, on the ground that it was unreasonable; in the other, such recommendation was refused, on the ground that the rate was not unreasonable. In the opinion in the latter case a distinction was drawn between the fixing of a rate as a business question for the railroad management, and the correction of an unjust rate by the Board. The recent activity of two companies in undertaking as a business enterprise competition with the street railway in short-distance travel, through frequent service and cheap fares, on the one hand, and the recommendation of the Board reducing an unreasonable suburban rate, on the other, well illustrate this distinction.

COMPETITION WITH THE STREET RAILWAY.

The extent to which it can be profitable for the railroad to compete with the street railway in short-distance travel, and the manner in which it can best be done, have long been the subject of careful study by the ablest railroad managers. Different conclusions have been reached as to the advisability of the undertaking, and as to the way in which and the conditions under which it should be attempted.

Within a few weeks frequent trains and lower fares have been introduced upon the Milford branch of the Boston & Albany Railroad, apparently with successful results. A year ago the single-track branch of the New York, New Haven & Hartford Railroad, connecting Fall River and Providence, was equipped with an overhead trolley system for use in the passenger service, the number of trains increased from 16 to 60, and the fare reduced from 50 cents to 20 cents. There is little reason to doubt that this enterprise has proved profitable, and the public has certainly realized benefits in the multiplication of trains and cheaper cost of travel. It may be remarked, in passing, that it was unfortunate that, in manifesting this progressive spirit, the management should have provided such poor car equipment and inadequate accommodation in connection with through travel, and should have permitted the conduct of this electric service in disregard of published time tables. The convenient terminal facilities and four-track system of the New York, New Haven & Hartford and of the Boston & Albany Railroads invite a further development of the competition with the street railway, in affording such seemingly favorable conditions for electric circuit service through a populous suburban district.

INSPECTION OF RAILROADS.

About twenty-eight days in each year are given to a personal inspection by members of the Board of all railroads within the State. Reports are received each month from the four inspectors, who are constantly upon duty in the examination of railroad and railway property and methods of operation.

In brief review of the observations thus made and information thus obtained, it may be said that during the past five years there has been a marked improvement in road bed, tracks, bridges, stations and train service generally.

Much original road bed, from want of experience, foresight or means, was of cheap construction ; and the best results can never be obtained until the work of reconstruction is complete. Improvement of this kind always moves slowly and at great cost, from the necessity of avoiding interference with traffic. Commendable progress has been made in the substitution of suitable for unsuitable material for road bed, in regrading with gravel ballast, securing better drainage and more uniform slope of embankments, and in clearing and cleaning locations. The four-track system between Boston and Readville was opened to public use in the summer of 1897. Since that time there has been no considerable railroad construction within the State of this perfected standard. The manifold advantages of the four-track system make its further extension of the greatest importance.

Between 500 and 600 miles of main-line tracks have been provided with new rails of increased weight, — 168 miles on the New York, New Haven & Hartford with rail weighing 100 pounds to the yard, 93 miles on the Boston & Albany with rail weighing 95 pounds to the yard, 300 miles on the Boston & Maine with rail weighing 75 to 85 pounds to the yard.

In all, 133 new bridges have been built, and 259 bridges rebuilt or repaired to meet the demands from the greater weight of locomotives and train loads.

One hundred and forty grade crossings have been abolished.

The New York Central & Hudson River Railroad Company, under the provisions of the act ratifying the lease of the Boston & Albany, has already expended in East Boston \$444,000 ; a contract involving an outlay of \$300,000 matures in April ; and other contracts have been made calling for the payment of \$215,000. It is expected that the large warehouse now nearly completed will soon be in use in storing goods handled in the export and import business.

Within five years nearly \$1,000,000 have been expended upon the steamship terminals of the Boston & Maine Railroad, in which is included the cost of a large modern structure erected at the Hoosac Tunnel docks for the accommodation of the increased ocean passenger traffic.

The subject of railroad signals has received much attention, and interlocking switch and signal plants have been installed

in many places; but there is need that more additional equipment of this kind should be provided at an early date.

Large additions have been made to the number of locomotives and cars in use both in the passenger and freight departments. The newer locomotives are among the heaviest and most powerful in use, and of the best modern construction. The newer passenger cars are of the most approved pattern, commodious and well lighted. There are, however, too many cars in use upon which no favorable comment can be made. They are usually found in suburban service or upon branch lines. In these the windows are small, the seats short, narrow and uncomfortable, and the lighting poor. Better cars should take their place.

Although there have been exceptions to the rule, generally speaking, stations have shown improvement from year to year. Eighteen new stations have been built upon the New York, New Haven & Hartford, 19 on the Boston & Maine and 8 upon the Boston & Albany within the last five years. In cost and attractiveness of stations the Boston & Albany excels not only in this State but in the country.

In increased number of trains and increased speed there has been a decided gain. Within the period named, 5 passenger trains have been added upon the Boston & Albany and 19 on the Boston & Maine. Upon the New York, New Haven & Hartford 279 new trains have been added since 1896. Upon all the roads there has been a very material shortening of the time upon which through trains have been run.

GRADE CROSSINGS.

Early in the year the fund provided by the Commonwealth to meet its share of the expenses of abolishing grade crossings of highway and railroad was practically exhausted. The Board was, therefore, obliged in several instances to refuse the certificate required as a preliminary to the prosecution of work directed under the decrees of the special commissioners appointed by the court. The inaugural address of His Excellency Governor Crane contains a review of the expenditures thus far made, and a recommendation that there be an additional appropriation to secure the furtherance of this improvement. There can be no question that the permanent benefits received by the

railroad and railway, the travelling public and taxpayers in general from the removal of these crossings are worth all that they cost, and that it would be a short-sighted policy that would stay this work on account of the expense involved. A statute was enacted by the Legislature of 1901, permitting the construction of street railways upon private lands in cases where the public interests would, in the judgment of the Board, be promoted thereby. In the development of street railways of an interurban character there must be a growing use of the privilege granted under this statute. With this inevitably comes the necessity of crossing highways. Under existing law the steam railroad is prohibited from crossing the highway at grade, and a city or town from laying out a street across the railroad at grade, without the consent of the Board. The electric car, in moving along the streets of a city, must, by force of circumstances, often be and ought by regulation always to be restricted to a speed consistent with the safety of other travellers upon the highway. The same car, moving over private land or a way of its own, approaches a highway under practically like conditions with the railroad train. The law, therefore, restricting the grade crossings of railroad and railway, should be extended to crossings of railway and highway. Where such crossings can be avoided at an expense not too burdensome this should be done. It is better to pay the cost of safe construction at the outset, than to meet the greater cost of changes in the future. Where such crossings cannot be avoided by reasonable outlay suitable safeguards should be provided.

ISSUES OF STOCK AND BONDS.

The following tables show the issues of railroad stock and bonds authorized and approved during the year ending December 31, 1901:—

Issues of Capital Stock.

| RAILROAD COMPANIES. | Date when Authorized. | Amount Authorized. |
|---|-----------------------|--------------------|
| Boston & Maine (in exchange for Central Massachusetts stock). | February 27, | \$1,735,200 |
| Old Colony, | November 4, | 150,000 |
| Total amount authorized, | | \$1,885,200 |

Issues of Bonds.

| RAILROAD COMPANIES. | Date when Authorized. | Amount Authorized. |
|------------------------------------|--------------------------|-----------------------|
| Boston & Albany, | January 1, | \$2,500,000 |
| Boston & Maine, | November 8, | 1,000,000 |
| Fitchburg, | November 18, | 2,000,000 |
| Total amount authorized, | | \$5,500,000 |

In supervising issues of stocks and bonds by railroad and railway companies, it is essential that the Board secure accurate valuations of railroad and railway properties. It has been the custom in the past for the company which desires to issue stock or bonds to present an appraisal of the property which it owns, and an estimate of the additions or improvements which it desires, through some expert which it has itself employed for the purpose. However well disposed such an expert may be, the relation in which he stands to the company as his employer takes from the independent and impartial character of his work. We believe it would be better, in all cases where an accurate valuation of railroad or railway property is necessary to the decision of a question, that the Board should have power to employ an expert to make such valuation under its direction and control.

JAMES F. JACKSON,
 GEORGE W. BISHOP,
 CLINTON WHITE,
Commissioners.

STREET RAILWAYS.

MASSACHUSETTS STREET RAILWAY COMPANIES.

Annual reports for the year ending September 30, 1901, have been received from one hundred and nineteen street railway companies.

New Companies added to the List.

Eighteen new companies were organized during the last fiscal year under the general law and added to the list : the Berkshire ; the Concord & Boston ; the Concord & Clinton ; the Concord, Maynard & Hudson ; the Essex County ; the Hampshire & Worcester ; the Haverhill & Andover ; the Lowell & Boston ; the Middleton & Danvers ; the Middleborough, Wareham & Buzzard's Bay ; the New Bedford & Onset ; the Providence & Fall River ; the Reading, Wakefield & Lynnfield ; the Uxbridge & Blackstone ; the Westborough & Hopkinton ; the Woburn & Boston ; the Worcester, Rochdale & Charlton Depot ; and the Worcester & Southbridge.

Five companies were organized under special laws and added to the list : the Cottage City & Edgartown Traction ; the Greenfield & Deerfield ; the Milford & Uxbridge ; the Orange & Erving ; and the Phillipston.

The names of three companies were changed : the Brockton, to Old Colony ; the Lynn & Boston, to Boston & Northern ; and the Palmer & Monson, to Springfield & Eastern.

Companies dropped from the List.

During the last fiscal year the Boston, Milton & Brockton, the Brockton, Bridgewater & Taunton, the Brockton & East Bridgewater, the Dighton, Somerset & Swansea, the Gardner Electric, the Gloucester, the Gloucester, Essex & Beverly, the Mystic Valley, the Needham & Boston, the New Bedford, Mid-

dleborough & Brockton, the Norfolk Central, the Norfolk Suburban, the Providence & Taunton, the Quincy & Boston, the Reading & Lowell, the Rockport, the Salem & Wakefield, the Taunton & Brockton, the Wakefield & Stoneham, and the Woburn & Reading, have been consolidated and dropped from the list. The Southbridge & Charlton Depot, the construction of its railway having been abandoned, and the Cottage City, its property having been sold, have also been dropped.

Consolidation of Companies.

During the last fiscal year the following companies were consolidated : —

The Taunton with the Globe (October 12, 1900) ; the Globe (January 12, 1901), the South Shore & Boston (November 21, 1900), and the West Roxbury & Roslindale (December 22, 1900) with the Brockton.

The Brockton & Plymouth and the Plymouth & Kingston (November 1, 1900) with the Pembroke, the name of the consolidated company being Brockton & Plymouth.

The Plum Island Electric with the Citizens Electric (October 8, 1900).

The Woburn & Boston with the Lexington & Boston (September 20, 1901).

The Lowell & Suburban with the Lowell, Lawrence & Haverhill (November 21, 1900) ; the Lowell, Lawrence & Haverhill (May 6, 1901), the Beverly & Danvers (April 10, 1901) and the North Woburn (May 6, 1901) with the Lynn & Boston.

The Westborough & Worcester (April 16, 1901) with the Marlborough & Westborough.

The East Wareham, Onset Bay & Point Independence with the New Bedford & Onset (June 12, 1901).

The Clinton & Hudson, the Fitchburg & Suburban and the Worcester & Clinton (October 17, 1900) with the Leominster & Clinton ; the Leominster & Clinton, the Worcester & Marlborough and the Worcester & Suburban (March 1, 1901) with the Worcester Consolidated.

The individual companies have made reports to these several dates.

Operation of the Companies.

Twenty of the one hundred and nineteen companies reporting having been consolidated with other companies, at the end of the year there were really ninety-nine companies. Of these ninety-nine, sixty-six were operating their railways; the railways of seventeen were operated by other companies under lease or contract; fourteen had organized and were constructing their railways; two had organized and paid in a portion of their capital stock, but had not commenced the construction of their railways.

The total miles of main track operated is 2,215.459, — an increase of 242.905 over the previous year. The difference between the miles operated and those owned by the companies is due to the leasing of certain track outside of the State of companies that made no reports to this Board, and to the operation of cars of two or more companies upon the same track under trackage rights.

All cars are now operated by electricity, the use of horses as a motive power having been discontinued during the year on the last two roads which had used them.

All of the track owned is surface street railway track, with the exception of 6.644 miles of elevated railway line and 6.468 miles of elevated second track. Of the sidings, all are surface track, with the exception of 2.431 miles of elevated track. All the elevated track is confined to Boston.

Mileage Owned.

The Massachusetts companies now own 1,904.744 miles of street railway line, 272.232 miles of second main track and 132.090 miles of side track, making the total length of track owned 2,309.066 miles. This statement excludes the track in the subway.

RAILWAY CONSTRUCTION AND MILEAGE.

New Construction.

There have been added the last year to the mileage of the Massachusetts companies 242.703 miles of street railway line and 20.823 miles of second main track, making 263.526 miles

of additional main track. There have also been added 7.797 miles of side track, making a total addition of 271.323 miles of track reckoned as single track.

All of the street railway mileage owned is located in this State, excepting 4.375 miles of main track and .433 miles of side track belonging to the Interstate Consolidated, and 16.889 miles of main track and .822 miles of side track belonging to the Woonsocket, — in all 22.519 miles of track, — which are located in the State of Rhode Island.

In addition, the Old Colony leased and operated the Newport & Fall River, having a length of 18.652 miles, located in Rhode Island; and the Boston & Northern leased and operated the Nashua, having a length of 15.037, located in New Hampshire. Accordingly, 54.953 miles of track were operated outside of the State.

Capital Investment.

The total capital investment (capital stock and net debt) of the street railway companies of the State advanced the last year from \$84,715,097 to \$99,611,185. Thirteen years ago, in 1888, the total was \$17,237,100.

STATISTICS.

BOSTON, January 1, 1902.

Board of Railroad Commissioners, Hon. JAMES F. JACKSON, Chairman.

GENTLEMEN:—I submit the following compilations of statistics from the reports of the Massachusetts street railway companies to the Board for the year ending September 30, 1901.

The following table gives the length of railway line and track, and total reckoned as single track reported by the companies for the year ending September 30, 1901, as compared with the previous year:—

Street Railway Mileage Owned, 1900 and 1901.

| MILEAGE OWNED. | 1900. | 1901. | Increase. |
|----------------------------------|-----------|-----------|-----------|
| | Miles. | Miles. | Miles. |
| Length of railway line, . . . | 1,662.041 | 1,904.744 | 242.703 |
| Length of second track, . . . | 251.409 | 272.232 | 20.823 |
| Total length of main track, . | 1,913.450 | 2,176.976 | 263.526 |
| Length of side track, . . . | 124.293 | 132.090 | 7.797 |
| Total, reckoned as single track, | 20,37.743 | 2,309.066 | 271.323 |

Mileage Operated.

The total miles of main track operated September 30, 1901, is 2,215.459, — an increase of 242.905 miles over the previous year. All of the track operated is in this State except 54.953 miles located in Rhode Island and New Hampshire.

COST AND CAPITAL INVESTMENT PER MILE.

The average cost of the street railways of the State per mile of main track (including the cost but not the length of side track), as it stood on the books of the companies September 30, 1901, was \$23,-953.44 for construction; \$8,677.62 for equipment; and \$11,666.22 for lands, buildings (including power plants) and other permanent property — making a total average cost of \$44,297.28 per mile of main track.

The following table gives the average cost, classified as above, and also the average capital investment (amount of outstanding capital stock and net debt), per mile of main track, as reported by all of the companies at the end of each of the last ten years: —

Cost and Capital Investment per Mile of Main Track, 1892-1901.

| YEARS. | Construction. | Equipment. | Other Permanent Property.* | Total Cost per Mile. | Capital Investment per Mile.† |
|-------------|---------------|------------|----------------------------|----------------------|-------------------------------|
| 1892, . . . | \$19,520 | \$15,215 | \$12,558 | \$47,293 | \$46,184 |
| 1893, . . . | 26,792 | 11,739 | 15,455 | 53,986 | 53,367 |
| 1894, . . . | 26,748 | 11,528 | 15,356 | 53,632 | 52,963 |
| 1895, . . . | 23,984 | 10,479 | 14,266 | 48,729 | 49,120 |
| 1896, . . . | 23,396 | 9,805 | 12,840 | 46,041 | 46,373 |
| 1897, . . . | 22,755 | 9,374 | 12,329 | 44,458 | 44,683 |
| 1898, . . . | 22,537 | 8,957 | 11,735 | 43,229 | 44,958 |
| 1899, . . . | 22,863 | 8,518 | 11,598 | 42,979 | 45,040 |
| 1900, . . . | 23,443 | 8,510 | 11,684 | 43,637 | 44,273 |
| 1901, . . . | 23,953 | 8,678 | 11,666 | 44,297 | 45,757 |

* Chiefly lands and buildings.

† Outstanding capital stock and net debt.

ASSETS AND LIABILITIES.

The gross assets of the companies September 30, 1901, were \$107,250,655.63. The several classes of assets, and the increase in each class as compared with 1900, are shown in detail in the following table:—

Gross Assets, September 30, 1900 and 1901.

| ASSETS. | 1900. | 1901. | Increase. |
|-----------------------------|--------------|---------------|-------------|
| Construction, . . . | \$44,857,826 | \$52,146,082 | \$7,288,256 |
| Equipment, . . . | 16,283,700 | 18,890,989 | 2,607,289 |
| Land and buildings, . . | 21,314,339 | 24,195,961 | 2,881,622 |
| Other permanent property, . | 1,042,076 | 1,201,126 | 159,050 |
| Cash and current assets, . | 10,347,849 | 3,986,857 | 6,360,992* |
| Miscellaneous assets, . . | 4,854,285 | 6,829,641 | 1,975,356 |
| Gross assets, . . . | \$98,700,075 | \$107,250,656 | \$8,550,581 |

* Decrease.

The gross liabilities at the same date, including capital stock, were \$103,598,042.36. The several kinds of liabilities, and the amount of each as compared with 1900, were as follows:—

Gross Liabilities, September 30, 1900 and 1901.

| LIABILITIES. | 1900. | 1901. | Increase. |
|--|--------------|---------------|-------------|
| Capital stock, . . . | \$48,971,168 | \$54,069,933 | \$5,098,765 |
| Funded debt, . . . | 34,373,000 | 34,312,500 | 60,500* |
| Real estate mortgages, . | 15,400 | 19,500 | 4,100 |
| Current liabilities, . . | 8,967,431 | 12,344,742 | 3,377,311 |
| Accrued liabilities, . . | 2,735,947 | 2,851,367 | 115,420 |
| Gross liabilities,† . . | \$95,062,946 | \$103,598,042 | \$8,535,096 |
| Surplus, . . . | 3,637,129 | 3,652,614 | 15,485 |
| Sinking and other special funds, . . . | 1,309,350 | 1,397,508 | 88,158 |

* Decrease.

† Exclusive of sinking and other special funds.

It will be seen by comparing the last two tables, that, while there was an increase in gross liabilities of \$8,535,096 over the previous year, there was a gain of \$8,550,581 in gross assets, — a balance of

\$15,485 in favor of the companies, increasing by that amount their aggregate surplus.

The gross assets, the gross liabilities including capital stock, and the surplus of the companies, with the percentage of surplus to capital stock, at the end of each of the last ten years, are shown in the following table:—

Gross Assets, Liabilities and Surplus for Ten Years, 1892-1901.

| YEARS. | Gross Assets. | Gross Liabilities. | Surplus. | Percentage of Surplus to Capital. |
|---------------|---------------|--------------------|-----------|-----------------------------------|
| 1892, | \$39,631,770 | \$38,794,815 | \$836,955 | 3.55 |
| 1893, | 50,130,273 | 49,589,688 | 540,585 | 2.09 |
| 1894, | 53,641,581 | 53,020,295 | 621,286 | 2.30 |
| 1895, | 56,212,671 | 55,357,081 | 855,590 | 3.06 |
| 1896, | 62,187,775 | 61,117,714 | 1,070,061 | 3.48 |
| 1897, | 67,509,916 | 66,483,414 | 1,026,502 | 3.14 |
| 1898, | 77,607,326 | 75,889,625 | 1,717,701 | 4.41 |
| 1899, | 85,764,845 | 83,279,891 | 2,484,954 | 6.01 |
| 1900, | 98,700,075 | 95,062,946 | 3,637,129 | 7.43 |
| 1901, | 107,250,656 | 103,598,042 | 3,652,614 | 6.76 |

INCOME AND EXPENDITURES.

The total income of the companies from all sources, for the year ending September 30, 1901, was \$23,179,304.20, and the total expenditures (including dividends) were \$23,198,237.99—leaving a net balance of \$18,933.79 to be deducted from the surplus of previous years.

The sources of total income, and the amount derived from each source as compared with 1900, were as follows:—

Total Income, 1900 and 1901.

| INCOME. | 1900. | 1901. | Increase. |
|----------------------------------|--------------|--------------|-------------|
| Gross earnings from operation, . | \$19,999,641 | \$21,766,340 | \$1,766,699 |
| Rentals from lease of railway, . | 1,221,897 | 1,236,824 | 14,927 |
| Income from other sources, . | 166,103 | 176,140 | 10,037 |
| Total income, | \$21,387,641 | \$23,179,304 | \$1,791,663 |

The items of total expenditure, with the increase in each item over the previous year, are shown in the following table:—

Total Expenditures, 1900 and 1901.

| EXPENDITURES. | 1900. | 1901. | Increase. |
|-----------------------------------|--------------|---------------------|-------------|
| Expenses of operation, . . . | \$13,159,947 | \$14,565,141 | \$1,405,194 |
| Interest on debt and loans, . . . | 1,782,797 | 1,893,668 | 110,871 |
| Taxes, | 1,347,119 | 1,555,787 | 208,668 |
| Rentals of leased railways, . . . | 1,299,170 | 1,304,033 | 4,863 |
| Other charges on income, . . . | 761,106 | 462,492 | 298,614* |
| Dividends paid, | 2,409,874 | 3,417,117 | 1,007,243 |
| Total expenditures, | \$20,760,013 | \$23,198,238 | \$2,438,225 |
| Surplus for the year, | 627,628 | 18,934 ^d | 646,562* |

^d Deficit.

* Decrease.

EARNINGS AND EXPENSES OF OPERATION.

The gross earnings and expenses of operation the last year are classified and compared with those of the previous year, in the following table:—

Gross Earnings and Expenses of Operation, 1900 and 1901.

| EARNINGS AND EXPENSES. | 1900. | 1901. | Increase. |
|---|--------------|--------------|-------------|
| Revenue from passengers, . . . | \$19,602,906 | \$21,339,480 | \$1,736,574 |
| from mails and merchandise, | 49,257 | 51,897 | 2,640 |
| from tolls, rents, advertising, etc., | 347,478 | 374,963 | 27,485 |
| Gross earnings from operation, | \$19,999,641 | \$21,766,340 | \$1,766,699 |
| Operating expenses, | 13,159,947 | 14,565,141 | 1,405,194 |
| Net earnings from operation, | \$6,839,694 | \$7,201,199 | \$361,505 |

CAPITAL STOCK AND DIVIDENDS.

The aggregate capital stock of the one hundred and nineteen companies, September 30, 1901, was \$54,069,932.50, — a net increase of \$5,098,765 over the preceding year.

Dividends.

The total amount of dividends declared the last year was \$3,417,117, — an increase of \$1,007,243 over the preceding year.

Forty-three out of the one hundred and nineteen companies paid dividends ranging from 2 to 10 per cent, and seventy-six companies, new and old, declared and paid no dividends.

Two companies paid 10 per cent; twelve paid 8 per cent; one paid 8 per cent on preferred and 7 per cent on common; one paid 7.2 per cent; one paid 7 per cent; one paid $6\frac{1}{2}$ per cent on one and 3 per cent on another part; thirteen paid 6 per cent; one paid $5\frac{3}{4}$ per cent; four paid 5 per cent; two paid 4 per cent; one paid $3\frac{3}{4}$ per cent; one paid $3\frac{1}{2}$ per cent; two paid 3 per cent; and one paid 2 per cent.

The amount of the capital stock upon which dividends were paid of the forty-three dividend-paying companies was \$48,467,502, on which the average rate of dividend was 7.05 per cent, as against a corresponding rate of 6.19 per cent the preceding year. The amount of the capital stock of the seventy-six companies paying no dividends, including also the capital stock of the dividend-paying companies upon which no dividends were paid, was \$5,602,430.50. Including the latter, the average dividend rate on the whole amount of capital stock outstanding at the end of the year was 6.32 per cent, as against 4.92 per cent in 1900. Computed (as it more properly might be) on the mean amount of capital outstanding at the beginning and end of the year, this rate would be 6.63 per cent, as against 5.33 per cent in 1900.

The following table gives the total capital stock outstanding at the end of the year; the net divisible income after paying all expenses, taxes, interest, rentals and other charges; the amount of cash dividends declared; and the average percentage of dividends on total capital stock, for each of the last ten years:—

Capital Stock, Net Income and Dividends, 1892-1901.

| YEARS. | Capital Stock. | Net Divisible Income. | Dividends Declared. | Percentage on Total Capital Stock. |
|---------------|----------------|-----------------------|---------------------|------------------------------------|
| 1892, | \$23,590,536 | \$1,905,680 | \$1,582,697 | 6.71 |
| 1893, | 25,883,575 | 1,993,399 | 1,716,637 | 6.63 |
| 1894, | 26,971,275 | 1,812,668 | 1,610,886 | 5.97 |
| 1895, | 27,906,685 | 2,257,355 | 1,606,196 | 5.76 |
| 1896, | 30,727,818 | 2,280,776 | 1,802,847 | 5.87 |
| 1897, | 32,670,273 | 2,593,147 | 1,965,243 | 6.02 |
| 1898, | 38,933,917 | 2,534,002 | 2,076,233 | 5.33 |
| 1899, | 41,380,143 | 2,502,942 | 2,318,398 | 5.60 |
| 1900, | 48,971,168 | 3,037,502 | 2,409,874 | 4.92 |
| 1901, | 54,069,933 | 3,398,183 | 3,417,117 | 6.32 |

FUNDED AND FLOATING DEBT.

The aggregate funded debt of the companies, September 30, 1901, was \$34,312,500, — a net decrease of \$60,500 from the preceding year.

Floating Debt.

The amount of real estate mortgages outstanding September 30, 1901, was \$19,500, — an increase of \$4,100 over the preceding year.

The total unfunded debt, including the above mortgages, was \$15,215,609, — an increase of \$3,496,831.

The gross debt, funded and unfunded, was \$49,528,109, — an increase of \$3,436,321.

The net debt (the gross debt less \$3,986,857 of cash and current assets) was \$45,541,252, — an increase of \$9,797,323. In computing the net debt, the sum of \$6,829,641 returned as "miscellaneous assets," covering materials and supplies on hand, etc., is not included with cash and current assets in the deduction from gross debt.

The funded debt, unfunded debt, gross debt, cash and current assets, and net debt, for each of the last ten years, are shown in the following table: —

Funded, Unfunded, Gross and Net Debt, 1892-1901.

| YEARS. | Funded Debt. | Unfunded Debt.* | Gross Debt. | Cash and Current Assets. | Net Debt.† |
|-----------|--------------|-----------------|--------------|--------------------------|--------------|
| 1892, . . | \$9,970,150 | \$5,234,128 | \$15,204,278 | \$3,932,490 | \$11,271,788 |
| 1893, . . | 14,109,000 | 9,597,113 | 23,706,113 | 2,939,010 | 20,767,103 |
| 1894, . . | 19,188,000 | 6,861,020 | 26,049,020 | 3,825,887 | 22,223,133 |
| 1895, . . | 22,284,500 | 5,165,896 | 27,450,396 | 2,428,150 | 25,022,246 |
| 1896, . . | 24,236,000 | 6,153,896 | 30,389,896 | 1,911,651 | 28,478,245 |
| 1897, . . | 28,007,600 | 5,805,541 | 33,813,141 | 3,370,650 | 30,442,491 |
| 1898, . . | 29,132,700 | 7,823,008 | 36,955,708 | 7,130,861 | 29,824,847 |
| 1899, . . | 29,928,500 | 11,971,248 | 41,899,748 | 6,053,677 | 35,846,071 |
| 1900, . . | 34,373,000 | 11,718,778 | 46,091,778 | 10,347,849 | 35,743,929 |
| 1901, . . | 34,312,500 | 15,215,609 | 49,528,109 | 3,986,857 | 45,541,252 |

* Including real estate mortgages.

† Gross debt less cash and current assets.

VOLUME OF TRAFFIC.

The total number of passengers carried during the last year on the railways of the one hundred and nineteen companies making returns to the Board was 433,526,935, — an increase of 38,499,737 passengers over the previous year.

The total number of miles run by street cars was 93,005,225, — an increase of 11,254,457 miles over the previous year.

The following table gives the total volume of traffic, itemized as above, for each of the last ten years : —

Volume of Traffic for Ten Years, 1892-1901.

| YEARS. | Total Passengers Carried. | Average Number per Mile of Main Track Operated. | Total Car Miles Run. |
|-----------------|---------------------------|---|----------------------|
| 1892, | 194,171,942 | — | 29,678,036 |
| 1893, | 213,552,009 | — | 34,507,282 |
| 1894, | 220,464,099 | — | 36,722,978 |
| 1895, | 259,794,308 | 238,963 | 43,655,560 |
| 1896, | 292,358,943 | 226,452 | 53,613,685 |
| 1897, | 308,684,224 | 212,403 | 61,577,917 |
| 1898, | 330,889,629 | 207,982 | 68,206,418 |
| 1899, | 356,724,213 | 205,098 | 73,367,235 |
| 1900, | 395,027,198 | 200,262 | 81,750,768 |
| 1901, | 433,526,935 | 195,683 | 93,005,225 |

In the following table the growth of traffic is compared with the increase of mileage for the last nine years : —

Comparative Increase of Railway Mileage and Volume of Traffic.

| YEARS. | Railway Mileage.* | Increase. | Per Cent. | Passengers Carried. | Increase. | Per Cent. |
|-------------------|-------------------|-----------|-----------|---------------------|-------------|-----------|
| 1892, | 755 | — | — | 194,171,942 | — | — |
| 1893, | 874 | 119 | 16 | 213,552,009 | 19,380,067 | 10 |
| 1894, | 929 | 55 | 6 | 220,464,099 | 6,912,090 | 3 |
| 1895, | 1,078 | 149 | 16 | 259,794,308 | 39,330,209 | 18 |
| 1896, | 1,277 | 199 | 18 | 292,358,943 | 32,564,635 | 13 |
| 1897, | 1,414 | 137 | 11 | 308,684,224 | 16,325,281 | 6 |
| 1898, | 1,538 | 124 | 9 | 330,889,629 | 22,205,405 | 7 |
| 1899, | 1,736 | 198 | 12 | 356,724,213 | 25,834,584 | 8 |
| 1900, | 1,913 | 177 | 10 | 395,027,198 | 38,302,985 | 11 |
| 1901, | 2,177 | 264 | 14 | 433,526,935 | 38,499,737 | 10 |
| Totals, | — | 1,422 | 188 | — | 239,354,993 | 123 |

* Length of main track owned.

It appears that while the railway-mileage has increased 188 per cent, or nearly trebled in the last nine years, there has been a gain of only 123 per cent in the number of passengers carried.

EARNINGS AND EXPENSES OF OPERATION.

The following table gives the gross earnings from operation, the operating expenses, the ratio of operating expenses to gross earnings, and the net earnings for each of the last ten years :—

Percentage of Operating Expenses to Gross Earnings, 1892-1901.

| YEARS. | Gross Earnings from Operation. | Operating Expenses. | Percentage of Expenses to Earnings. | Net Earnings. |
|-----------------|-----------------------------------|------------------------|---|---------------|
| 1892, | \$9,798,060 | \$7,029,479 | 71.74 | \$2,768,581 |
| 1893, | 10,832,174 | 7,501,845 | 69.26 | 3,330,329 |
| 1894, | 11,119,846 | 7,729,059 | 69.51 | 3,390,787 |
| 1895, | 13,184,342 | 9,088,086 | 68.93 | 4,096,256 |
| 1896, | 14,844,262 | 10,563,371 | 71.16 | 4,280,891 |
| 1897, | 15,815,267 | 10,904,040 | 68.95 | 4,911,227 |
| 1898, | 16,915,405 | 11,672,731 | 69.01 | 5,242,674 |
| 1899, | 18,151,550 | 12,378,488 | 68.20 | 5,773,062 |
| 1900, | 19,999,640 | 13,159,947 | 65.80 | 6,839,693 |
| 1901, | 21,766,340 | 14,565,141 | 66.92 | 7,201,199 |

The following tables give for each of the last ten years the average gross earnings, operating expenses, and net earnings from operation, (1) per total mile of main track owned, (2) per car mile run, and (3) per passenger carried,—thus showing more in detail the changes from year to year in the earnings, cost, and net results of operation.

Gross and Net Earnings from Operation per Mile of Main Track Owned, 1892-1901.

| YEARS. | AVERAGE PER MILE OF TRACK. | | |
|-----------------|----------------------------|---------------------------|------------------|
| | Gross Earnings. | Expenses of Operation. | Net Earnings. |
| 1892, | \$12,980 | \$9,312 | \$3,668 |
| 1893, | 12,392 | 8,582 | 3,810 |
| 1894, | 11,972 | 8,321 | 3,651 |
| 1895, | 12,127 | 8,359 | 3,768 |
| 1896, | 11,627 | 8,274 | 3,353 |
| 1897, | 11,187 | 7,713 | 3,474 |
| 1898, | 10,998 | 7,589 | 3,409 |
| 1899, | 10,459 | 7,132 | 3,327 |
| 1900, | 10,452 | 6,878 | 3,574 |
| 1901, | 9,998 | 6,690 | 3,308 |

Gross and Net Earnings from Operation per Car Mile Run and per Passenger Carried, 1892-1901.

| YEARS. | AVERAGE PER CAR MILE. | | | AVERAGE PER PASSENGER. | | |
|-------------|-----------------------|------------------------|---------------|------------------------|------------------------|---------------|
| | Gross Earnings. | Expenses of Operation. | Net Earnings. | Gross Earnings. | Expenses of Operation. | Net Earnings. |
| 1892, . . . | 33.01 | 23.69 | 9.32 | 5.05 | 3.62 | 1.43 |
| 1893, . . . | 31.39 | 21.74 | 9.65 | 5.07 | 3.51 | 1.56 |
| 1894, . . . | 30.28 | 21.05 | 9.23 | 5.04 | 3.50 | 1.54 |
| 1895, . . . | 30.20 | 20.82 | 9.38 | 5.07 | 3.50 | 1.57 |
| 1896, . . . | 27.69 | 19.70 | 7.99 | 5.08 | 3.61 | 1.47 |
| 1897, . . . | 25.68 | 17.71 | 7.97 | 5.12 | 3.53 | 1.59 |
| 1898, . . . | 24.80 | 17.11 | 7.69 | 5.11 | 3.52 | 1.59 |
| 1899, . . . | 24.74 | 16.87 | 7.87 | 5.09 | 3.47 | 1.62 |
| 1900, . . . | 24.46 | 16.10 | 8.36 | 5.06 | 3.33 | 1.73 |
| 1901, . . . | 23.40 | 15.66 | 7.74 | 5.02 | 3.36 | 1.66 |

EMPLOYEES AND EQUIPMENT.

The number of persons employed by the street railway companies, and also the number of cars, vehicles and horses owned, are given in the following table for each of the last ten years. The number of electric motors owned is given for the last nine years only, not having been reported prior to 1893:—

Employees and Equipment, 1892-1901.

| YEARS. | Employees. | Cars. | Other Vehicles. | Horses. | Electric Motors. |
|-----------------|------------|-------|-----------------|---------|------------------|
| 1892, | 7,185 | 3,679 | 552 | 6,734 | — |
| 1893, | 8,070 | 4,040 | 681 | 3,531 | 3,013 |
| 1894, | 7,451 | 4,058 | 1,790 | 2,014 | 3,906 |
| 1895, | 8,048 | 4,426 | 1,755 | 1,436 | 4,704 |
| 1896, | 9,130 | 4,913 | 1,876 | 878 | 5,958 |
| 1897, | 9,716 | 5,344 | 1,953 | 683 | 6,908 |
| 1898, | 10,416 | 5,734 | 1,997 | 605 | 7,643 |
| 1899, | 11,944 | 6,042 | 2,076 | 455 | 8,530 |
| 1900, | 12,766 | 6,531 | 2,371 | 455 | 9,545 |
| 1901, | 14,749 | 6,997 | 2,488 | — | 11,284 |

STREET RAILWAY ACCIDENTS.

The whole number of persons injured in connection with street railway operation, as reported by the companies for the year ending September 30, 1901, was 2,533, of whom 76 received fatal injuries, and 2,457 injuries not fatal.

The number of passengers injured was 1,620, of whom 20 were injured fatally. As stated in previous reports, most of the accidents to passengers occurred from their falling or being thrown down as they were getting on or off cars, in the majority of cases while the car was in motion.

The injuries to employees were 77 in all, 17 of which were fatal.

The number of injuries to travellers and others on the street was 836, of which 39 were fatal.

In the following table the accidents of the last year are classified as above, and are compared with those of the previous year :—

Summary of Accidents reported in 1900 and 1901.

| KILLED AND INJURED. | KILLED. | | INJURED. | | TOTALS. | |
|----------------------|---------|-------|----------|-------|---------|-------|
| | 1900. | 1901. | 1900. | 1901. | 1900. | 1901. |
| Passengers, . . . | 18 | 20 | 1,695 | 1,600 | 1,713 | 1,620 |
| Employees, . . . | 3 | 17 | 84 | 60 | 87 | 77 |
| Other persons, . . . | 48 | 39 | 756 | 797 | 804 | 836 |
| Totals, . . . | 69 | 76 | 2,535 | 2,457 | 2,604 | 2,533 |

From the above table it appears that 2 more passengers, 14 more employees, and 9 less travellers and other persons on the street, received fatal injuries than in 1900.

Of those receiving injuries not fatal, there were reported 95 less passengers, 24 less employees, and 41 more travellers and other persons on the street, than in 1900.

Altogether, there appear to have been injured, fatally and otherwise, 93 less passengers, 10 less employees, and 32 more travellers and other persons,—in all 71 less,—the last than the preceding year.

Respectfully submitted,

FRED E. JONES,
Accountant.

STREET RAILWAY BRIDGES.

BOSTON, January 29, 1902.

Board of Railroad Commissioners, Hon. JAMES F. JACKSON, Chairman.

GENTLEMEN : — I beg leave to submit the following report with reference to the bridges on the street railways of the State.

The past year has been a very busy year as regards the construction of new electric railways, and this construction has involved the building of a great many new bridges or the reconstruction or strengthening of old bridges. During the year 1901 there were submitted to the Board, and approved, plans for bridge work as shown by the following table : —

Summary of Bridge Work done during Year ending Dec. 31, 1901.

| | Pile Bridges. | Wooden or Steel Trestles. | Wooden Stringers. | Stone or Concrete Arches. | I-beams. | Plate Girders. | Riveted Trusses. | Wooden Drawbridges. | Totals. |
|------------------|---------------|---------------------------|-------------------|---------------------------|----------|----------------|------------------|---------------------|---------|
| New, | 14 | 3 | 2 | 1 | 29 | 27 | 21 | 1 | 98 |
| Length (feet), . | 4,269 | 813 | 28 | 66 | 642 | 1,271 | 1,777 | 32 | 8,898 |
| Rebuilt, . . . | 1 | 2 | — | — | — | — | 1 | 1 | 5 |
| Length (feet), . | 500 | 139 | — | — | — | — | 76 | 27 | 742 |
| Strengthened, . | 1 | 1 | — | 1 | — | 2 | 7 | — | 12 |
| Length (feet), . | 600 | 80 | — | 56 | — | 100 | 419 | — | 1,255 |
| Totals, . . . | 16 | 6 | 2 | 2 | 29 | 29 | 29 | 2 | 115 |
| Length (feet), . | 5,369 | 1,032 | 28 | 122 | 642 | 1,371 | 2,272 | 59 | 10,895 |

Including the work approved during the year, as shown by the above table, there are upon the street railways of the State a total of 305 bridges, according to the classification which we have usually followed. Specifying more in detail, there are 40 pile bridges, 32 trestles (including 4 of steel), 32 wooden stringers, 3 wooden trusses, 2 stone or concrete arches, 71 I-beams, 53 plate girders, 63 riveted trusses, 4 pin-connected trusses, 5 wooden drawbridges. The total number of stone bridges is 2; of wooden bridges, 108; of steel bridges, 195. The length of bridging of the various kinds is as follows: stone bridges, 122 feet; wooden bridges, 23,982 feet; iron bridges, 14,200 feet.

As mentioned above, not all of these bridges are yet erected, but the plans for them have been approved.

Biennial reports of inspection were requested from the street railway companies in the fall of 1899, just after the passage of the act authorizing such inspections. The second inspection has just become due, and the reports of the same have already been received for most of the roads. Inspections have also been made by the Board of a number of the bridges on street railways, and during the coming year it is the expectation to inspect all of them.

The benefit of placing street railway bridges under the jurisdiction of the Board is shown in the increased strength and better construction of the bridges which have been erected since the passage of the law in 1899. There are a number of bridges built previous to that time which do not at all come up to the standard now required by the Board, and which, therefore, have not as great a margin of strength to provide for contingencies, and for future increase of weight of rolling stock, as those which are now being built.

In the last report of the Board mention was made of the brief preliminary specifications which had been adopted for new street railway bridges. Complete specifications have since been drawn up, and will appear in the Appendix to this report.

Respectfully submitted,

GEO. F. SWAIN.

STREET RAILWAY DEVELOPMENT.

In 1892 there were 755 miles of street railway in Massachusetts. There are now 2,177 miles. In 1892 the number of passengers carried was 194,171,942. In 1901 the number was 433,526,935.

An examination of the conditions and restrictions under which street railway locations have been granted shows a range of grant from that in the nature of a gift to that upon conditions calling for extraordinary expenditures by the company. Grants to the same railway are often radically unlike in the different towns through which it passes. In one, the local board, relying upon the right to demand future returns in accommodations and low fares, may give the use of the street upon liberal terms; in another, the local board, distrustful of the future, and thinking it best to secure at once full compensation for all that it gives, imposes upon the same company heavy expenditures as a condition of the right to use its streets. As railways have become more interurban in character, the need of greater uniformity in respect to conditions and restrictions attached to grants of location is apparent, in order to secure

just treatment as between the several communities which they serve and the observance of rules of State policy. The effect of the diversity of opinion among local boards reaches beyond matters of purely local interest.

The growth of street railways has been in large part the wholesome development of new and desirable facilities for travel. Prior to the passage of laws restricting the issue of stocks and bonds, and while grants of location were hurriedly made in the haste to enjoy this new and cheap method of travel, an attractive field was offered for exploiting ventures in which the public interest received scant if any attention. The opportunity thus afforded was not neglected. While the street railway service in many communities is excellent, in others the evils of over-capitalization, of the building of roads with no good reason for existence and of the practice of paying dividends at the expense of proper maintenance, are to-day apparent in impaired properties, lack of proper car equipment, insufficient power plants and poor track and road-bed. Where these conditions exist a prompt remedy should be applied through the immediate expenditure of the money necessary to bring the railway property to a proper standard. Financial inconvenience or temporary embarrassment to dividend paying power offers no reasonable excuse for delay. The recent consolidation of companies has been productive of lower fares and larger transfer privileges. It has brought to more than one weak system the advantages of financial strength and able management, from which may be expected action that will secure the needed additional equipment and better service. Generally speaking, there is little reason to doubt that in the coming year the standard of equipment and service will be decidedly improved in cities and towns where there is now abundant reason for complaint. Meanwhile, attention is being given to methods of operation that will increase security of travel, through the introduction of additional safeguards and the establishment of suitable regulations.

ELEVATED RAILWAY.

The main line of the Elevated Railway was opened to travel June 10, 1901, and the Atlantic Avenue loop line August 2, 1901. The opening of this railway was accompanied by in-

cidents very annoying to both the management and to the public. This was in a measure a necessary feature of the early use of a system new in the character of its equipment and in the method of its operation. As officials and employees have become acquainted with and skilled in the performance of their duties, the travelling public familiar with the new conditions, and as modifications and changes in structure, equipment and methods have been made to remedy defects, many of the inconveniences and discomforts at first experienced have been materially lessened, and some removed. The management of the company is to be credited with a careful study and thorough inquiry into questions affecting safety in travel, and with a readiness to accept suggestions made to promote the public security and convenience.

The large increase in the number of passengers carried last year upon the entire railway shows the readiness of people to make use of every additional opportunity for travel at low cost; and the relatively great increase upon the elevated part of the system proves the popularity of rapid transit. Accommodations are far behind the demand for them, and additional facilities, to meet the needs of those without as well as within the city limits who have frequent if not daily occasion to come and go between their homes and the business centres of Boston, should be provided as promptly as may be.

REPORT OF ACCIDENTS.

Under the provisions of law, now found in section 263, chapter 111 of the Revised Laws, railroad corporations have long been obliged to give to the Board such notice of accidents as it may require of them. The same reasons that make this desirable make it equally desirable that street railway corporations should be subject to the same obligation.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,

Commissioners.

APPENDIX.

SPECIAL REPORTS.

MASSACHUSETTS ELECTRIC COMPANIES.

To the House of Representatives.

The Board of Railroad Commissioners respectfully submits its report in response to the following order : —

Ordered, That the Board of Railroad Commissioners be requested to report to the House of Representatives, as soon as possible, answers to the following questions : —

First. — What are the names of the street railway companies in Massachusetts whose stocks are owned or controlled by the association known as “The Massachusetts Electric Companies?”

Second. — What was the capital stock of, and the rate of dividend last paid by, each of the said street railway companies before they became a part of the “Massachusetts Electric Companies;” and have the proceeds of the stocks and bonds of the said street railway companies been applied to the purposes for which they were authorized to be issued by the Board of Railroad Commissioners?

Third. — What is the capital stock of the “Massachusetts Electric Companies,” and what dividend does it pay at the present time?

Fourth. — What other forms of indebtedness have been authorized or issued by the “Massachusetts Electric Companies,” and what is the amount of same?

Fifth. — Has the Board of Railroad Commissioners approved the issue of the bonds, stocks and other forms of indebtedness, or any part thereof, of the “Massachusetts Electric Companies?”

Sixth. — Is the “Massachusetts Electric Companies” subject to the provisions of chapters 450 and 462 of the Acts of the year 1894, commonly known as the anti-stock-watering laws?

Seventh. — What corporations comprise the “Massachusetts Electric Companies?”

The organization called “The Massachusetts Electric Companies” is a voluntary association of owners of shares of stock in one electric

light and several street railway corporations. It has no corporate existence and issues no capital stock or street railway bonds, in the true meaning of the words. The shares which it owns in street railway corporations appear in the several lists of stockholders of these companies as shares standing in the name of certain persons as trustees. The Massachusetts street railway corporations in which the association owns shares issue no stock or bonds and effect no consolidations except under the supervision of this Board, and upon actual exhibit of corporate property and sworn statement of corporate financial condition. Under the terms of a trust agreement, the association issues what are known as trustees' certificates, which are divided into two classes, preferred and common. The association as such is not recognized by the Board, and the trustees who hold the stocks for it receive no other consideration than any other stockholder or group of stockholders in connection with the action of the Board in enforcing the statutes relating to street railways, their operation and management.

As we have, therefore, no official information with which to answer some of the above questions, we have furnished in reply to such questions the information received from the association, in the form of statement and affidavit.

Question 1. — What are the names of street railway companies in Massachusetts whose stocks are owned or controlled by the association known as the "Massachusetts Electric Companies?"

Answer. — The Beverly & Danvers Street Railway Company, the Lynn & Boston Railroad Company, the North Woburn Street Railroad Company, the Gloucester & Rockport Street Railway Company, the Lowell, Lawrence & Haverhill Street Railway Company and the Brockton Street Railway Company.

These companies include companies which have been consolidated, the separate names of which appear in the list of companies given in answer to the next question.

Question 2. — What was the capital stock of, and the rate of dividend last paid by, each of the said street railway companies before they became a part of the "Massachusetts Electric Companies;" and have the proceeds of the stocks and bonds of the said street railway companies been applied to the purposes for which they were authorized to be issued by the Board of Railroad Commissioners?

Answer. — The following table shows, we are informed, the dividends declared by the several companies for a fiscal year preceding the time when the control of the stocks of these companies passed into the hands of the "Massachusetts Electric Companies:" —

| | Capital Stock. | Rate of Dividend (Per Cent). |
|--|----------------|------------------------------|
| Beverly & Danvers, | \$12,000 00 | None. |
| Braintree, ¹ | 100,000 00 | 5 |
| Brockton, ² | 700,000 00 | 6 |
| Brockton, Bridgewater & Taunton, | 225,000 00 | 3 |
| Brockton & East Bridgewater, | 50,000 00 | None. |
| Boston, Milton & Brockton, | 80,000 00 | None. |
| Dighton, Somerset & Swansea, ³ | 175,000 00 | 5 |
| Globe, ⁴ | 700,000 00 | 2 |
| Gloucester, | 180,000 00 | 6 |
| Gloucester, Essex & Beverly, | 250,000 00 | 3 |
| Gloucester & Rockport, | 30,000 00 | 6 |
| Lowell, Lawrence & Haverhill, ⁵ | 1,520,000 00 | 4 |
| Lowell & Suburban, ⁶ | 1,200,000 00 | 6 |
| Lynn & Boston, | 1,266,000 00 | 8 |
| Mystic Valley, | 90,000 00 | None. |
| Needham & Boston, | 10,000 00 | None. |
| New Bedford, Middleborough and Brockton, | 326,600 00 | None. |
| Norfolk Central, | 75,000 00 | None. |
| Norfolk Suburban, | 187,500 00 | 7 |
| North Woburn, | 100,000 00 | 3 |
| Providence & Taunton, | 175,000 00 | None. |
| Quincy & Boston, ⁷ | 500,000 00 | 7 |
| Reading & Lowell, | 100,000 00 | None. |
| Rockport, | 100,000 00 | 6 |
| Salem & Wakefield, | 75,000 00 | None. |
| South Shore & Boston, | 690,000 00 | None. |
| Taunton, ⁸ | 350,000 00 | 4 |
| Taunton & Brockton, | 100,000 00 | 6 |
| Wakefield & Stoneham, | 150,000 00 | 5 |
| West Roxbury & Roslindale, ⁹ | 200,000 00 | 3½ |
| Woburn & Reading, | 60,000 00 | None. |

¹ 2 per cent on \$70,000; 3 per cent on \$89,500.

³ 5 per cent on \$125,000.

⁵ 4 per cent on \$1,500,000.

⁷ 3½ per cent on \$420,000; 3½ per cent on \$490,100.

⁹ 3½ per cent on \$150,000.

² 6 per cent on \$596,000.

⁴ 2 per cent on \$650,000.

⁶ 6 per cent on \$1,000,000.

⁸ 4 per cent on \$100,000.

To apply the proceeds of stocks and bonds approved by the Board to any other purposes than those for which they are specifically approved is punishable by statute. In answer to the question whether the proceeds of such stocks or bonds have been misapplied by the street railway companies in which the "Massachusetts Electric Companies" control the stock, we submit the accompanying affidavits:—

Boston, Milton & Brockton Street Railway Company.

I, A. F. Walter, treasurer of said company at the time of its consolidation with the Brockton Street Railway Company, hereby certify that the \$40,000 of stock authorized by the order of the Board of Railroad Commissioners, dated July 7, 1899, was issued, and the proceeds thereof applied in accord-

ance with said order; and that the \$100,000 of bonds authorized by the order of said Board, dated July 7, 1899, was issued, and the proceeds thereof applied in accordance with said order.

A. F. WALTER,
Treasurer Boston, Milton & Brockton Street Railway Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss.

FEBRUARY 4, 1901.

Subscribed and sworn to before me,

BENTLEY W. WARREN,
Justice of the Peace.

Brockton Street Railway Company.

I, J. H. Goodspeed, treasurer of said company, hereby certify that the \$495,000 in stock authorized by the Board of Railroad Commissioners for the purpose of exchange, share for share, for the stock of the Boston, Milton & Brockton Street Railway Company, Brockton, Bridgewater & Taunton Street Railway Company, Brockton & East Bridgewater Street Railway Company and Taunton & Brockton Street Railway Company; the \$1,117,400 of capital authorized by said Board for a like exchange for the capital stock of the Quincy & Boston Street Railway Company and the New Bedford, Middleborough & Brockton Street Railway Company; the \$865,000 of capital stock authorized by said Board for a like exchange for the capital stock of the South Shore & Boston Street Railway Company; the \$800,000 of capital stock authorized by said Board for a like exchange for the capital stock of the West Roxbury & Roslindale Street Railway Company; the \$1,440,000 of capital stock authorized by said Board for a like exchange for the capital stock of the Globe Street Railway Company; the \$363,600 of capital stock of said company authorized by said Board on Nov. 9, 1900,— have all, with the exception of 36 shares, been issued, and have all, or the proceeds thereof have, been applied to the purposes for which the same were authorized to be issued by said Board.

J. H. GOODSPEED,
Treasurer Brockton Street Railway Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss.

FEBRUARY 4, 1901.

Subscribed and sworn to before me,

D. DANA BARTLETT,
Notary Public.

Brockton Street Railway Company, Successor to the South Shore & Boston Street Railway Company.

I, J. H. Goodspeed, treasurer of the Brockton Street Railway Company, which company purchased the franchise and property and assumed the liabilities of the South Shore & Boston Street Railway Company, hereby certify that the \$175,000 of capital stock of said South Shore & Boston Street Railway Company authorized to be issued by the Board of Railroad Commissioners by its order, dated July 25, 1900, was all issued by said South Shore & Boston Street Railway Company, and that the proceeds thereof

have been applied by said company, or by the Brockton Street Railway Company as its successor, to the purposes for which said issue was authorized by said Board.

J. H. GOODSPEED,
Treasurer Brockton Street Railway Company.

SUFFOLK, SS. COMMONWEALTH OF MASSACHUSETTS.

FEBRUARY 4, 1901.

Subscribed and sworn to before me,

D. DANA BARTLETT,
Notary Public.

Globe Street Railway Company.

I, Herbert H. Read, treasurer of said company, hereby certify that the \$175,000 in stock authorized by the Board of Railroad Commissioners for the purpose of exchange, share for share, for the stock of the Dighton, Somerset & Swansea Street Railway Company; the \$525,000 of capital stock authorized by said Board for a like exchange for the capital of the Taunton Street Railway Company; the \$40,000 of capital stock of said company authorized by said Board on July 9, 1900, — have all been issued, and have all, or the proceeds thereof have, been applied to the purposes for which the same were authorized to be issued by said Board.

HERBERT H. READ,
Treasurer Globe Street Railway Company.

SUFFOLK, SS. COMMONWEALTH OF MASSACHUSETTS.

FEBRUARY 4, 1901.

Subscribed and sworn to before me,

BENTLEY W. WARREN,
Justice of the Peace.

Gloucester Street Railway Company.

I, Charles Williams, treasurer of said company at the time of its consolidation with the Lynn & Boston Railroad Company, hereby certify that the \$350,000 in stock authorized by the Board of Railroad Commissioners for the purpose of exchange, share for share, for the stock of the Gloucester, Essex & Beverly Street Railway Company and the Rockport Street Railway Company, has all been issued, and has all been applied to the purposes for which the same was authorized to be issued by said Board.

CHARLES WILLIAMS,
Treasurer Gloucester Street Railway Company.

SUFFOLK, SS. COMMONWEALTH OF MASSACHUSETTS.

FEBRUARY 4, 1901.

Subscribed and sworn to before me,

BENTLEY W. WARREN,
Justice of the Peace.

Lowell, Lawrence & Haverhill Street Railway Company.

I, J. H. Goodspeed, treasurer of said company, hereby certify that the \$1,200,000 in stock authorized by the Board of Railroad Commissioners for

the purpose of exchange, share for share, for the stock of the Lowell & Suburban Street Railway Company, has all been issued, and has all been applied to the purpose for which the same was authorized by said Board.

J. H. GOODSPEED,

Treasurer Lowell, Lawrence & Haverhill Street Railway Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS.

FEBRUARY 4, 1901.

Subscribed and sworn to before me,

D. DANA BARTLETT,

Notary Public.

Lynn & Boston Railroad Company.

I, J. H. Goodspeed, treasurer of the Lynn & Boston Railroad Company, hereby certify that the \$1,005,000 of stock authorized by the Board of Railroad Commissioners for the purpose of exchange, share for share, for the stock of the Gloucester Street Railway Company and the Wakefield & Stoneham Street Railway Company, has all been issued, and has been applied in accordance with the order of said Board. I further certify that the \$1,016,000 of capital stock authorized by said Board, under date of Nov. 6, 1900, has all been issued at the price fixed by said order, and that the company has received the proceeds thereof; that \$554,400 of said proceeds is still in the treasury of the company; and that the balance of said proceeds has been applied to the purposes in said order provided.

J. H. GOODSPEED,

Treasurer Lynn & Boston Railroad Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS.

FEBRUARY 4, 1901.

Subscribed and sworn to before me,

D. DANA BARTLETT,

Notary Public.

Needham & Boston Street Railway Company.

I, A. F. Walter, treasurer of said company, hereby certify that the \$50,000 of stock authorized by the order of the Board of Railroad Commissioners, July 20, 1899, was issued, and the proceeds thereof applied in accordance with said order.

A. F. WALTER,

Treasurer Needham & Boston Street Railway Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS.

FEBRUARY 4, 1901.

Subscribed and sworn to before me,

BENTLEY W. WARREN,

Justice of the Peace.

New Bedford, Middleborough & Brockton Street Railway Company.

I, H. E. Reynolds, treasurer of said company at the time of its consolidation with the Brockton Street Railway Company, hereby certify that the \$25,000 of stock authorized by the order of the Board of Railroad Commis-

sioners, dated December 20, 1899, was issued, and the proceeds thereof applied in accordance with said order; and that the \$325,000 of bonds authorized by the order of said Board, dated December 20, 1899, was issued, and the proceeds thereof applied in accordance with said order.

H. E. REYNOLDS,

Treasurer New Bedford, Middleborough & Brockton Street Railway Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss.

FEBRUARY 4, 1901.

Subscribed and sworn to before me,

BENTLEY W. WARREN,
Justice of the Peace.

Norfolk Central Street Railway Company.

I, A. F. Walter, treasurer of said company at the time of its consolidation with the West Roxbury & Roslindale Street Railway Company, hereby certify that the \$25,000 of stock authorized by the order of the Board of Railroad Commissioners, dated July 7, 1898, was issued, and the proceeds thereof applied in accordance with said order.

A. F. WALTER,

Treasurer Norfolk Central Street Railway Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss.

FEBRUARY 4, 1901.

Subscribed and sworn to before me,

BENTLEY W. WARREN,
Justice of the Peace.

Quincy & Boston Street Railway Company.

I, A. F. Walter, treasurer of said company at the time of its consolidation with the Brockton Street Railway Company, hereby certify that the \$184,000 of stock authorized by the order of the Board of Railroad Commissioners, dated December 28, 1899, was issued, and the proceeds thereof applied in accordance with said order.

A. F. WALTER,

Treasurer Quincy & Boston Street Railway Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss.

FEBRUARY 4, 1901.

Subscribed and sworn to before me,

BENTLEY W. WARREN,
Justice of the Peace.

Taunton Street Railway Company.

I, T. V. Creed, treasurer of said company at the time of its consolidation with the Globe Street Railway Company, hereby certify that the \$175,000 of stock authorized by the Board of Railroad Commissioners for the purpose of exchange, share for share, for the stock of the Providence & Taunton Street Railway Company, was issued, and applied to the purpose for which the same was authorized.

T. V. CREED,

Treasurer Taunton Street Railway Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS.

FEBRUARY 4, 1901.

Subscribed and sworn to before me,

BENTLEY W. WARREN,
*Justice of the Peace.**Wakefield & Stoneham Street Railway Company.*

I, Charles Williams, treasurer of the Wakefield & Stoneham Street Railway Company at the time of its consolidation with the Lynn & Boston Railroad Company, hereby certify that the \$325,000 of capital stock authorized by the Board of Railroad Commissioners for the purpose of exchange, share for share, for the capital stock of the Mystic Valley Street Railway Company, Reading & Lowell Street Railway Company, Salem & Wakefield Street Railway Company and Woburn & Reading Street Railway Company, was issued, and was applied to the purposes for which the same was authorized by said Board.

CHARLES WILLIAMS,
Treasurer Wakefield & Stoneham Street Railway Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS.

FEBRUARY 4, 1901.

Subscribed and sworn to before me,

BENTLEY W. WARREN,
*Justice of the Peace.**West Roxbury & Roslindale Street Railway Company.*

I, A. F. Walter, treasurer of said company at the time of its consolidation with the Brockton Street Railway Company, hereby certify that \$337,500 of the capital stock authorized by the Board of Railroad Commissioners for the purpose of exchange, share for share, for the capital stock of the Needham & Boston Street Railway Company, Norfolk Central Street Railway Company and Norfolk Suburban Railway Company; and the \$262,500 of capital stock authorized by an order of said Board, dated February 7, 1900, were issued, and applied to the purposes for which the same were authorized by said Board.

A. F. WALTER,
Treasurer West Roxbury & Roslindale Street Railway Company.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS.

FEBRUARY 4, 1901.

Subscribed and sworn to before me,

BENTLEY W. WARREN,
Justice of the Peace.

Question 3. — What is the capital stock of the "Massachusetts Electric Companies," and what dividend does it pay at the present time?

Answer. — The "Massachusetts Electric Companies," as stated above, has no capital stock, in the true meaning of the term.

The trustees' certificates which it issues are divided into preferred shares to the amount of \$15,057,400 and common shares to the amount

of \$13,718,100. Upon the preferred shares we are informed that a dividend of 4 per cent is paid at the present time.

Question 4. — What other forms of indebtedness have been authorized or issued by the "Massachusetts Electric Companies," and what is the amount of same?

Answer. — We are informed that the "Massachusetts Electric Companies" have authorized the issue of coupon notes to the amount of \$3,500,000 and have issued such notes to the amount of \$2,700,000. A copy of the form of this indebtedness is as follows: —

Massachusetts Electric Companies.

For value received, the Massachusetts Electric Companies will pay to the Old Colony Trust Company or bearer one thousand dollars (\$1,000) in gold coin of the United States equal in weight and fineness to the present standard on the first day of January, 1906, at the office of said Trust Company in Boston, and will also pay interest thereon in the like gold coin from the first day of January, 1901, at the rate of four and one-half per cent ($4\frac{1}{2}\%$) per annum, the same being payable at said office semi-annually on the first days of January and July in each year, upon the presentation and surrender, as they severally mature, of the coupons hereto annexed.

After one year from the first day of January, 1901, this entire issue of notes may be redeemed on any interest-due day on payment of a price at which the note, if held to maturity, would net the holder four per cent (4%) per annum, — interest being computed semi-annually: *provided, however*, that notice of the intent so to redeem shall be published daily in a Boston newspaper for four consecutive weeks, the last publication to be at least one week before the day fixed for redemption.

This note is one of a series of coupon notes of the same tenor and form, which are to be numbered from one upwards consecutively, and which are not to exceed in the aggregate at the par value three million five hundred thousand dollars (\$3,500,000); of which notes two million seven hundred thousand dollars (\$2,700,000) at the par value are at once issuable, shares of the Brockton Street Railway Company and of the Lynn & Boston Railroad Company being at the same time deposited with the Old Colony Trust Company, trustee under an indenture dated thirty-first December, 1900; of which notes the remainder are issuable from time to time upon deposit with said trustee of additional shares of street railway corporations in which the "companies" have a controlling interest to the amount and value prescribed by said indenture; and all of which notes are equally secured under said indenture by the shares deposited as aforesaid with said trustee.

The contract evidenced by this note binds only the funds and property held in trust by the "companies," and neither the trustees nor the shareholders thereof shall be held to any personal liability under or by reason of any of the provisions hereof.

This note shall not become obligatory for any purpose until authenticated by the certificate hereon of the trustee under said indenture.

In witness whereof the MASSACHUSETTS ELECTRIC COMPANIES has caused

the seal of said "companies" to be affixed to these presents, and the same to be signed by its President and countersigned by its Treasurer, and the coupons annexed to be authenticated by the lithographed signature of the Treasurer this first day of January, 1901.

President.

Countersigned by

Treasurer.

(Coupon.)

On the day of , A.D. 19 , unless previously called for redemption, the Massachusetts Electric Companies will pay to bearer at the office of the Old Colony Trust Company in the city of Boston twenty-two and one-half dollars (\$22.50) in United States gold coin for six months' interest to date on coupon note No. .

Treasurer.

(Trustee's Certificate.)

The OLD COLONY TRUST COMPANY hereby certifies that this note is one of a series of coupon notes referred to in the Trust Indenture between this company as Trustee and the Massachusetts Electric Companies, dated the thirty-first day of December, 1900.

OLD COLONY TRUST COMPANY, *Trustee,*

By

Vice-President.

Question 5. — Has the Board of Railroad Commissioners approved the issue of the bonds, stocks and other forms of indebtedness, or any part thereof, of the "Massachusetts Electric Companies?"

Answer. — No.

Question 6. — Is the "Massachusetts Electric Companies" subject to the provisions of chapters 450 and 462 of the Acts of the year 1894, commonly known as the anti-stock-watering laws?

Answer. — The provisions of the above-named statutes do not apply to the "Massachusetts Electric Companies" as such, or to any certificates or forms of indebtedness that it issues, but do apply to the corporations in which they own stock; and, as stated above, the issue of stocks and bonds by the Massachusetts street railway corporations in which this association owns shares of stock is unaffected by any arrangement between stockholders as to the method of holding or managing shares.

Question 7. — What corporations comprise the "Massachusetts Electric Companies?"

Answer. — The Beverly & Danvers Street Railway Company, the Lynn & Boston Railroad Company, the North Woburn Street Railroad Company, the Gloucester & Rockport Street Railway Company, the Lowell, Lawrence & Haverhill Street Railway Company, the Brockton Street Railway Company, the Newport & Fall River Street Railway Company and the Hyde Park Electric Light Company are

the corporations in the stock of which we understand the "Massachusetts Electric Companies" own the whole or a controlling interest.

JAMES F. JACKSON,
GEORGE W. BISHOP,
HERSEY B. GOODWIN,

Commissioners.

FEBRUARY 12, 1901.

PURCHASE PRICE OF PREFERRED AND COMMON STOCK OF CENTRAL MASSACHUSETTS RAILROAD COMPANY TO BE PAID BY THE BOSTON & MAINE RAILROAD.

Mr. George W. Morse for Central Massachusetts Railroad Company; Mr. Wm. H. Coolidge for Boston & Maine Railroad; Mr. Sherman L. Whipple for certain common stockholders; Mr. Wm. A. Gaston for a dissenting preferred stockholder.

The first section of chapter 424 of the Acts of 1900 provides that the Boston & Maine Railroad may purchase the rights, franchises and property of the Central Massachusetts Railroad Company "by paying cash" for the preferred and common stock of that company, "at such prices as the Railroad Commissioners may determine." It further provides that the Boston & Maine Railroad, "conforming to all general laws on the subject, may increase its capital stock and issue shares thereof to such amount as may be required for the purposes of this act."

Petitions have been presented by both corporations, requesting the Board to fix the purchase price to be paid for the preferred and common stock in question. The petition of the Boston & Maine Railroad also requests the approval of an issue of capital stock to provide means for the payment of the price so determined.

The second section of the statute provides that holders of preferred or common stock may, if they choose to do so, bring proceedings in the Supreme Judicial Court, and have the value of their stock determined by a jury. Holders of *preferred* stock in two instances only availed themselves of this privilege, one that of an estate holding 2,387 shares, the counsel for which stated that he did not care to be heard before the Board, and the other that of a holder of 100 shares, who discontinued his suit. On the other hand, holders of *common* stock to the amount of about 12,000 shares instituted proceedings in court. At the earlier hearings before the Board the holders of common stock who had brought such suits appeared in advocacy of their right to be heard in this proceeding without waiving their suits at law. It was contended in their behalf that the outcome of certain litigation, for some time pending, in which the validity of the original lease of

the Central Massachusetts Railroad to the Boston & Lowell Railroad was attacked, had an important bearing upon the value of their stock. The reason given was that the value of the property would be greater if the road were free from the fetters with which this lease bound it, — a proposition undoubtedly true.

At the last hearing, counsel for the owners of 10,000 shares of the 12,000 shares of common stock represented in the proceedings in court, said : —

I do not care to be heard further, or to put in further evidence in regard to the value of the stock which I represent. This is not because I assent to the proposition which has been made here, that the value of the common stock should be fixed by the commission at \$15 a share. I do not agree to that, but maintain now, as before, that the lowest price which should be fixed is \$25 a share. But I am content to leave the decision, as far as the stock which I represent is concerned, in the hands of the commission.

Mr. COOLIDGE. Do I understand the dissent of Mr. Whipple in court is withdrawn ?

Mr. OGDEN. I am not authorized to make that statement. I do not know about that.

The law suits brought by the holders of these 10,000 shares of common stock, as well as those attacking the validity of the leases, were subsequently withdrawn.

While the validity of the leases was probably not open to question in this proceeding, it is better that it should be conceded, as it now has been by all parties in interest, that we are to regard this property as subject to the leasehold incumbrances which admittedly lessen its value.

It has been rightly claimed that, while the recommendations of parties are to be given the full weight due them in the light of the circumstances under which they are made, yet the responsibility for deciding at what prices these stocks shall be purchased rests upon the Board. It is equally clear that in reaching its conclusion the Board is confined to no form of procedure and to no restrictive principle of valuation. The fair purchase price for the stock is first to be determined, and then, to provide for the payment of it, an increase in capital stock is to be authorized, under the general laws applicable to the issue of such stock. To the extent that the policy of restricting capitalization can be properly recognized in carrying out the intent of this statute in other respects, it is incumbent upon the Board to recognize it.

Preferred Stock.

In seeking to arrive at a fair price to be paid for the *preferred* stock, the voluntary agreement of a very large majority of the owners

of that stock, that \$65 a share is a fair value, carries great weight. The preferred stockholders have controlled the management of the Central Massachusetts Railroad ever since the reorganization of the company, and are thoroughly acquainted with the conditions affecting the value of the property. The preferred stock is entitled to a dividend of 8 per cent before any dividend is to be paid upon the common stock, and it is now earning an annual dividend of $1\frac{1}{2}$ per cent.

There is, therefore, a market standard for this stock as a dividend-paying investment. The vote authorizing the sale of the property shows 31,060 shares of preferred stock in favor of the sale, and only 11 shares against it. In similarly large numbers the preferred stockholders have suggested a price which they have declared to be satisfactory, and which they recommend the Board to adopt. While there are holders of this stock who have not joined in the recommendation, and who have claimed that it was worth more than \$65 a share, the number of such stockholders actively dissenting in this proceeding has been, like that recorded against the sale at the corporate meeting, comparatively a very small one. Under such circumstances, this recommendation, made by both the selling and the buying corporation, and so generally endorsed by stockholders who should be the best judges of its fairness, and further supported by market standards, affords the Board, in the absence of suggestion of bad faith and in the lack of any positive evidence of different value, the only justifiable basis upon which to rest its decision.

Common Stock.

The history of affairs from the stand-point of the *common* stock has been entirely different. These stockholders have had no voice in the recent management of the company. At the corporate meeting called to consider the proposed sale of the property, only 172 shares of common stock were recorded in favor of the sale, while about 13,000 shares were recorded against it. The holders of the common stock have joined in no recommendation as to the price to be put upon their stock. The most significant action on the part of any large number of them has been that of the holders of the 10,000 shares, who began, but subsequently abandoned, proceedings in court, with the parting suggestion that their action was not to be construed as an approval of the offer of \$15 a share, and that they still advocated, although they did not seek to support it with evidence or argument, a price not less than \$25 a share.

The Central Massachusetts is a railroad without terminal facilities, one end at North Cambridge, the other connecting with the station at Northampton over the tracks of another company; a railroad operated under a lease that secures to the lessor, instead of a fixed

rental, a percentage of earnings dependent upon the management of a lessee that is also operating another system with which traffic may be divided.

In the distribution of this percentage of receipts the holder of common stock is so nearly forgotten that even under a sanguine view of possible earnings there would be no probability of a dividend on the common stock for a long period of years.

Examining the original cost of the railroad as it appears upon the books of the company, we find it nearly double the probable cost of replacing it to-day.

Turning to the market quotations for the common stock, it appears that soon after the execution of this lease, December 7, 1886, the common stock, at first quoted as high as \$33 a share, began to decline, until for the period of years between 1893 and 1899 the bidding prices ranged from \$14 to \$10. In the early part of 1899 it was rumored that there was a strong probability that this lease would be declared invalid in legal proceedings brought to test it. About this time a great deal of stock changed hands, at prices varying between \$13 and \$24. The average price then paid in transactions involving the transfer of title to not far from one-third of the entire amount of this stock was between \$19 and \$20. The price soon fell again, apparently as the prospect that the road would be relieved from the lease grew less assuring, and the efforts to inflate values by advertisement and otherwise died away.

The transactions upon the street plainly show a belief that under the lease the common stock must remain indefinitely a speculative property, with little prospect of reaching a dividend-paying basis.

But there is another stand-point from which to view this purchase, — that of its value to the purchaser. The possession of a full title to the property is, in the opinion of the Board, of enough importance to the Boston & Maine Railroad to warrant a payment for the common stock somewhat in excess of the offer of \$15 a share and of the normal market quotations of recent years. Notwithstanding the fact that the railroad has always been without terminal facilities, and is already in control of the Boston & Maine Railroad as lessee, it has a large structural value for railroad purposes, as the shortest route in connection with lines owned and operated by the Boston & Maine between Boston and Worcester and between Boston, Northampton, Holyoke, Chicopee and Springfield. In a sense it may be considered as adding for a considerable distance a third track to the other two-track system of the Boston & Maine.

It is clearly impossible to name with exactness the value of the stock from such point of view. The price to be named should be one that is conservative in the public interest and at the same time

just to the stockholder ; a fair price for a property sold, and not an asking price in a pending trade ; one that the purchaser ought to pay, not what it might have been compelled to pay.

In the light of the information available, and giving due weight to all the suggestions that have been made by parties in interest, we conclude that a fair price, under all the circumstances, for the common stock, is \$21 a share.

Accordingly, we determine that the price to be paid by the Boston & Maine Railroad for the preferred stock of the Central Massachusetts Railroad Company be fixed at \$65 a share, and that the price to be paid for the common stock of that company be fixed at \$21 a share.

Upon the petition of the Boston & Maine Railroad for approval of an issue of capital stock to an amount necessary to furnish the means for the payment of the purchase price of the preferred and common stock of the Central Massachusetts Railroad Company, it is

Ordered, That the approval of the Board be given to an issue by the petitioner of 17,352 shares of its capital stock, amounting at par value to \$1,735,200, in addition to its present authorized and outstanding capital, such issue being deemed requisite for the purpose above named.

And it is determined that the value at which the new stock shall be offered to stockholders, according to law, is \$190 a share.

JAMES F. JACKSON,
GEORGE W. BISHOP,
HERSEY B. GOODWIN,
Commissioners.

FEBRUARY 27, 1901.

SLADE'S FERRY BRIDGE.

Upon the petition of the New York, New Haven & Hartford Railroad Company, certain plans designated as "Slade's Ferry Bridge," both numbered 237, one dated August, 1900, and the other dated October, 1900, presented to the Board as the detail plans referred to in the order of the Board relating to a change in operation of the draw in Slade's Ferry Bridge, dated June 29, 1900, are hereby approved, and the time within which the work of effecting the alteration described in said order is hereby extended to September 1, 1901.

GEORGE W. BISHOP,
HERSEY B. GOODWIN,
Commissioners.

MARCH 19, 1901.

PETITION FOR IMPROVED STATION ACCOMMODATIONS UPON THE MIDLAND DIVISION OF THE NEW YORK, NEW HAVEN & HARTFORD RAILROAD AT HARVARD STREET, IN THE CITY OF BOSTON.

Mr. John K. Berry for petitioners, Mr. Frank A. Farnham for New York, New Haven & Hartford Railroad Company.

The petitioners claimed that the railroad company should maintain at this place a station on each side of its tracks. Such an arrangement would undoubtedly be proper in connection with a four-track system, and it is not improbable that at some time in the future such a system will be established here; but in the mean time, under existing conditions, in the opinion of the Board the company is not called upon to maintain more than one station.

The suggestion was made by the petitioners that, in view of the nature of the traffic at this point, the station, if there is to be but one, should be upon the east side of the tracks, and not upon the west side, where it is now located. It was also urged that the ways of approach to the present station are insufficient to meet the reasonable demands of the public. To both of these propositions the Board accedes. It is manifest that the travelling public would be far better accommodated with a station on the east side of the railroad in connection with the use of the inward-bound track. It is also clear that while the present station is in use there should be some additional convenience of entrance to the railroad premises from the east side.

The petitioners advocated the construction of a subway for the use of patrons residing upon the side of the railroad opposite the station. The crossing of tracks is of course to be avoided whenever it is reasonably practicable. In this instance, however, a suitable bridge over, rather than a way under, the tracks is deemed the more satisfactory arrangement. After the construction of such a way all crossing of tracks should be prevented by the erection of a fence between them in front of and near the station.

In accordance with these views, the Board has recommended that the company secure the title to land on the east side of its location at Harvard Street as a site for a new station, to be constructed within a reasonable time, with the understanding that upon the completion of such new structure the present station is to be abandoned; that for use in connection with the new station a suitable foot bridge be built over the railroad tracks, and the tracks in front of and near the station separated by a fence; that until this work is completed a way of entrance to the railroad premises opposite the present station be opened for the use of persons approaching from the east, and the

platform gates upon all trains kept open upon both sides while the trains are stopped to take or leave passengers.

JAMES F. JACKSON,
GEORGE W. BISHOP,
HERSEY B. GOODWIN,

Commissioners.

MARCH 19, 1901.

PETITION OF SELECTMEN OF STOUGHTON FOR REDUCTION OF FARE ON
THE OLD COLONY STREET RAILWAY.

A public hearing was given on this petition, after due notice to all parties interested.

The petitioners ask that the fare between the business centres of Brockton and Stoughton be reduced from a ten-cent rate to a five-cent rate, without transfer privilege. In support of their claim they urge that this concession has been made to certain other communities similarly located with respect to Brockton, and that the existing rate is therefore a discrimination against them.

Seven street railway lines which are now branches of the Old Colony Street Railway system connect the city of Brockton with the adjacent towns. The company admits that there is a five-cent rate without transfer privilege in force between the centres of Brockton and some of these towns, but claims that it is due to circumstances that distinguish those cases from this, and contends that it cannot afford to grant the reduction which the people of Stoughton desire.

That reduction in cost of travel increases the amount of travel and that cheap fares build up outlying suburbs adjacent to a thriving city and so add to street railway traffic is an argument that has force under favorable conditions, and one that a progressive railway management should recognize. It would be imprudent, however, to reduce fares upon this theory where the population in its present character and in its prospective growth is clearly insufficient to furnish the additional traffic required to make good a loss from reduction in single fares.

After careful examination of figures showing the experience of companies operating lines between Brockton and suburban towns, we believe that the increase of travel that would result from a reduction in fare as radical as that asked would not compensate the company for the direct loss of revenue. Yet the fact remains that there is discrimination in existing fares between Brockton and the adjacent towns, however it may be accounted for, and that the fare between Brockton and Stoughton is disproportionate in comparison with the fare between Brockton and some of the other towns. In view of this,

we think that the company may be reasonably asked, even at some temporary sacrifice in receipts, to take action in the way of a less radical reduction in fare which will look toward the establishment of a greater uniformity of rates between these communities.

There is now in use a special ticket good between Brockton and Stoughton during certain hours in the morning and certain hours in the evening. It is sold at the rate of seven and one-seventh cents for a single fare. We recommend that a five-cent fare without transfer privilege be substituted for this ticket between those hours, and that this special ticket be made good generally throughout the day.

In this way that portion of the travelling public which would reap the greatest advantage from a five-cent rate, and which by reason of its numbers furnishes the strongest reason for the concession, will obtain such rate; and a step will have been taken in removal of discrimination between different communities in cost of travel.

JAMES F. JACKSON,
GEO. W. BISHOP,
CLINTON WHITE,

Commissioners.

JUNE 18, 1901.

PETITION OF SELECTMEN OF ROCKLAND FOR EXTENSION OF THE FIVE-CENT FARE UPON THE OLD COLONY STREET RAILWAY IN THE TOWN OF ROCKLAND.

Mr. George W. Kelley for petitioners; Mr. Bentley W. Warren for Old Colony Street Railway Company.

The petitioners ask that the five-cent fare now in force to and from all points within Rockland be so extended by the issue of transfer tickets as to apply to travel between all parts of Rockland and all parts of Brockton.

A five-cent fare without transfer privilege has been established in certain instances between the centres of communities. The extension of this rate to every part of each city and town so connected, by use of transfer tickets, is to be encouraged wherever the amount of traffic will justify it; as, for example, in the case of a populous city which is the business centre for small suburban towns. Such transfer privilege exists in Brockton. Although several railway lines formerly independent but now a part of the Old Colony Street Railway system pass through and connect at Rockland, the character of the travel between that place and the surrounding towns does not, in our opinion, warrant a recommendation that transfer tickets be issued in Rockland, upon the theory that the amount of business, present and prospective, would justify such action. It is urged that no material

reduction in revenue would result from the extension of the five-cent fare here, for the reason that those who now ride would pay the same fare, and the change would simply be an accommodation to persons living in Rockland a short distance from this line who now have to walk or drive to the centre to take the cars. Even if this be admitted, and it be conceded that the effect upon through rates would be more annoying than destructive of revenue, a recommendation by the Board that this privilege be granted in Rockland would establish a precedent for similar action in other cases where the extension of the five-cent fare in this way would mean a serious reduction in receipts. The Board is not prepared at present, and under existing circumstances, to establish such precedent. The petition is not based upon the claim that the receipts of the company are as a whole unreasonably large.

This case presents a question of extension of privilege with a view to increased business therefrom. In the management of the business affairs of a company its board of directors may adopt experimental measures, securing to a community, for exceptional reasons, privileges that this Board cannot properly recommend it to give in the exercise of its supervisory power.

JAMES F. JACKSON,
GEO. W. BISHOP,
CLINTON WHITE,

Commissioners.

JUNE 26, 1901.

PETITION OF THE BOSTON, CAPE COD & NEW YORK CANAL COMPANY FOR APPROVAL OF AN ISSUE OF STOCK AND BONDS.

Messrs. George S. Boutwell and William M. Butler for the petitioner.

The petitioner in the early part of 1899 applied to this Board, under the provisions of chapter 448 of the Acts of 1899, for authority to issue capital stock to the amount of \$6,000,000, and bonds to the amount of \$6,000,000.

After a careful consideration of the evidence and arguments presented in support of the petition, the Board issued an order, under date of June 26, 1899, authorizing the issue of this amount of stock and bonds, in such amounts as the Board from time to time, upon evidence presented to it, should deem requisite for carrying out the lawful purposes of the company.

The order authorized an immediate issue of stock to the amount of \$140,000, and of bonds to a like amount, to provide the means for payment of certain deposits which the statute required the company to make, and for payment of expenses connected with the

making of surveys and plans. The approval of the issue was made dependent upon the performance of certain conditions named in the order.

Upon the request of the petitioner for a modification of this order, the case was reargued in the following September, and modification refused.

Since then additional legislation has been secured by the petitioner, to be found in chapter 476 of the Acts of 1900. That statute authorizes the joint Board to approve a contract or contracts for the building of the canal, by the terms of which stock and bonds may be issued in payment for labor and material; but provides that such contract or contracts shall first be open to bids, and that there shall be public advertisement for such bids. It is suggested by counsel for the petitioner that the Board has power to waive the giving of the public notice named in this statute. We cannot agree that we have this power, nor that, if we had it, we ought to exercise it. The opportunity through advertisement for bids to secure the benefits of competition are clearly an essential feature of the legislation of 1900.

The petition now before us is based, then, upon the same provisions of law that governed the action of the Board upon the former petition. Indeed, the petitioner practically admits this, but claims that conditions have materially changed. It is true that some additional steps have been taken, looking to the carrying out of the enterprise. Large expenditures have been made upon plans for the construction of the canal, and in the presentation of them to the Board of Harbor and Land Commissioners. That Board, after several hearings and a careful, expert investigation, has suggested certain modifications in the plans, and has signified that upon the adoption of such modifications the plans will be approved. There still remain, however, questions of great importance connected with the construction of works necessary to the completion of the canal. No steps have as yet been taken to bring these questions before the joint Board which is to decide them. Moreover, although full authority was given to the petitioner, under the order of 1899, to issue stock and bonds for certain specific purposes, no such issue has been made, and the requirements of the order in respect to the preliminary steps to be taken by the company have not been carried out.

At this point we are asked to approve an issue of stock and bonds upon the basis of a contract between the Boston, Cape Cod & New York Canal Company, the petitioner, and what is known as the Cape Construction Company, executed June 10, 1899, which provides for the payment to the Construction Company of

\$12,000,000 in stocks and bonds as the cost of building the canal. An approval of this petition, although it calls for the issue at present of stocks and bonds amounting to \$1,000,000 only, would be to all intents and purposes an approval of that contract; would mean that, without any presentation of evidence of the actual or estimated cost of the completed canal, the joint Board would be irrevocably committed to the possible over-capitalization of a public enterprise. All the arguments in favor of such action were exhaustively presented to this Board in connection with the petition of 1899. The circumstances under which these arguments are again urged upon our attention are substantially unchanged, and the joint Board sees no reason to depart from its former adjudication.

Whenever the company shall offer satisfactory evidence to prove that an issue of capital stock and bonds is reasonably requisite to carry out any one of the purposes recognized by the statute, the approval of this Board will be given to such issue upon conditions similar to those named in its former order.

We cannot, upon the evidence presented in support of this petition, approve the proposed issue of stock and bonds.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,
Railroad Commissioners.

WOODWARD EMERY,
CHAS. C. DOTEN,
GEO. E. SMITH,
Harbor and Land Commissioners.

BOSTON, July 1, 1901.

PETITION OF THE WALTHAM STREET RAILWAY COMPANY FOR APPROVAL
OF A LOCATION OF ITS TRACKS AND A RELOCATION AND REVOCATION
OF TRACKS OF THE NEWTON AND OF THE LEXINGTON & BOSTON
RAILWAYS IN THE CITY OF WALTHAM.

The Newton Street Railway Company and owners of real estate who have filed protests against the location appear as remonstrants.

Mr. Lloyd E. Chamberlain for the petitioner; Mr. George W. Morse for the Newton Street Railway Company; Messrs. Johnson and Johnson for Henrietta M. Farnum and others; Mr. D. Blakely Hoar for Cornelia Warren; Mr. Charles W. Bond and Mr. George P. Drury for Susan D. Bond and others.

The board of aldermen of the city of Waltham, in an order dated June 3, 1901, granted the petitioner a location for tracks in Main, Linden, Beaver and Quince streets and in Trapelo Road, and relocated certain tracks and revoked the location of certain sidings of the Newton and of the Lexington & Boston railways.

This order was amended at subsequent meetings of the board, for the purpose of defining the position of tracks and withdrawing certain authority delegated to a city official.

It is contended that this order, as originally passed and as amended, is irregular and illegal. We must sustain this claim upon several grounds. The action of the board of aldermen as to the location, the relocation and the revocation of tracks is found in a single vote, which treats all three as parts of one measure, and we so consider them.

The first difficulty with this order is, that in the requirement as to paving by the Newton Company it imposes an obligation different from and greater than that imposed in the original grant of location. This is in plain violation of the provisions of sections 15 and 16 of chapter 578, Acts of 1898.

The second difficulty with the order is, that it undertakes to force upon the Newton Company the surrender of certain property rights and a joint use with another company of a part of its railway. Whatever significance may attach to existing provisions of law relating to joint use of tracks, it is well known that the Legislature has repeatedly refused to enact any statute that would authorize compulsory enforcement of a joint use of electric equipment and motive power. We cannot approve this attempt to compel by indirection such joint use.

A third trouble with the order is, that the provisions for carrying it out are ineffective and unjust. The words declaring the order void unless the entire work of construction of the new railway shall be completed by the first day of November may apply only to that part of the order which relates to the Waltham location, but it is evident that the only reason for the relocation and revocation of the other tracks is the need of the street for the new railway. It would be unjust to require the alteration of existing tracks of other companies, when it is practically certain that the order must become void as to the new location, in view of the time limit named for completion of the work of construction.

A fourth weakness in this order is the failure to state with sufficient accuracy the reason for the revocation of the location, as required in section 17 of the statute. The order gives no reason for the revocation. It gives a reason for the relocation. If it is attempted to twist this reason for relocation into connection with the language of revocation, it is evident that it does not belong there, as it is not the real

reason for that act. If there was any need for revocation instead of relocation of the turn-outs and sidings, which we doubt, the reason for it must have been that, in view of the contemplated joint use of tracks, the turn-outs would be unnecessary.

Many rulings have been asked, calling for the construction of chapter 578, Acts of 1898, under which these proceedings are brought. To the extent that it seems profitable we pass upon the questions thus raised.

A grant of location should designate the place in the street which tracks are to occupy with sufficient accuracy to inform owners of abutting estates where they may expect to find them thereafter constructed. If not a correct rule of law, we deem this a sound rule of practice.

The words "interested parties," in section 16, have a broad meaning, and may well include a street railway company which is seeking in good faith a location in a street in which there is an existing railway.

Acceding to the request of all parties, we have considered the merits of the controversy arising from the attempt to grant the petitioner a location in Waltham.

The location granted parallels for a considerable distance the railway long maintained and operated by the Newton Company. If it was shown that the purpose of this petitioner was in the main competition involving the paralleling of tracks already sufficient in number, and the division of business with an established company, we should deem the enterprise entirely inconsistent with the public interests. The evils of the unnecessary capitalization sure to follow would more than offset the doubtful advantages of a probably short-lived competition. Holders of the stock and of the securities of an established company might rightly claim that the attack upon them was unjustifiable under laws that provide supervision by public boards as a method of securing a suitable service. The question is, whether the facts here present a case of that kind. The petitioner has already constructed a considerable system of railway, serving a different public than that reached by the Newton Company; and there is ground for the claim that the paralleling of the railway of the latter company in Main Street, at least for the distance between Weston and Linden streets, is a necessary incident of a legitimate extension of its enterprise.

In the case of street railways, the question whether the public convenience and necessity warrant the establishment of a new railway is not submitted to the decision of this Board, as it is in the case of steam railroads. In a proceeding like this we should hesitate to over-

rule the judgment of the local tribunal upon that question, unless its action is plainly unjustifiable upon grounds of general public policy.

A part of this location is over an unusually beautiful street, in which the owners of abutting real estate have naturally a particular interest. As there seems to be no local demand that the railway should here be in the street, we suggest that, if a more direct route can be granted without material increase of cost to the petitioner, such deviation from the public way would meet with our approval.

For reasons above given, it has accordingly been ordered that the petition be dismissed.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,

Commissioners.

OCTOBER 7, 1901.

PETITION OF THE WALTHAM STREET RAILWAY COMPANY FOR APPROVAL
OF A LOCATION FOR ITS TRACKS AND OF A RELOCATION AND REVO-
CATION OF TRACKS OF THE NEWTON & BOSTON AND LEXINGTON
& BOSTON STREET RAILWAYS IN THE CITY OF WALTHAM.

It is *Ordered*, That the petition be dismissed.

Attest: WM. J. McCULLOUGH,
Assistant Clerk.

OCTOBER 7, 1901.

COLLISION ON NEW YORK, NEW HAVEN & HARTFORD RAILROAD AT
AVON.

On September 18, 1901, freight train No. 5609, due from Braintree at Avon, on the Plymouth Division of the New York, New Haven & Hartford Railroad, arrived an hour or more late, and was backed from the south-bound to the north-bound track, where it stood preparatory to moving upon and over a side track.

The regular passenger train leaving Boston at 1.08 P.M., and due at Avon at 1.37 P.M., approached at its usual speed of thirty-five to forty miles an hour. As this train with the right of way and apparently clear track was in the act of passing the freight train, the latter was put in motion, in the expectation that it would move down the north-bound track and thence upon and over a side track. Had this movement taken place, there would have been no accident. But the switch that connected the northerly end of the cross-over between the two main tracks, over which cross-over the freight train had been backed, was open, and the freight train when put in motion almost immediately swung to the right, and, passing upon the cross-over,

before it could be stopped came into collision with cars of the passenger train. In consequence of this collision, six lives were lost and many persons injured.

At a public hearing, held in the office of the Board, October 1, 1901, the testimony included statements by the conductor, engineer, fireman and switchman of the freight train, and the engineer and fireman of the passenger train.

Upon the arrival of the freight train at Avon the switchman opened the switch at each end of the cross-over between the main tracks. He closed the switch at the south end as soon as the train had passed it, and then, instead of following up the train and closing the north switch as soon as the train cleared it, he walked over to another switch on the north-bound track, and set it for the siding upon which the freight train was to move. The freight train was then standing on the north-bound track, close to the open switch at the north end of the cross-over. Forgetting that he had left that switch open, the switchman gave the signal to the engineer that everything was all right. The position of the engine of the freight train was at this moment such that the body of the machine shut from the view of the engineer upon the right of the cab both the switch target to the left and the open point of the switch in front. Relying upon the sign given by the switchman, the engineer started his train forward.

Forgetfulness in the performance of duty on the part of the switchman was the first contributing cause to the disaster, but it was the further careless act of the engineer which permitted fatal results to follow the fault of the switchman. Had the engineer, as he ought to have done, either stepped across the cab and looked at the switch target, or inquired of the fireman about it, he would have been seasonably informed, through his own senses or those of the fireman, of the switchman's mistake.

The rules of the company require of the engineer "the exact observance of all signals and other precautions established for the safety of trains" and "the avoidance of all risk." They further authorize even disobedience of the orders of a superior, "when such orders endanger the safety of the train or cause injury to persons or property." But if there were no rules, proper appreciation of his responsibility for the safety of others required the engineer, knowing, as he did, that the passenger train was approaching, in fact was then passing, to make sure, in the use of his own senses or those of his associate, that the switch directly in front of his engine was closed. To rely upon the signal to go ahead given by the switchman standing at another switch some little distance away, under such circumstances, was carelessness.

We accordingly find that the accident happened through the combined carelessness of the engineer and the switchman of the freight train.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,

Commissioners.

OCTOBER 10, 1901.

COMPLAINT OF CHARLES J. MCCORMICK AND OTHERS THAT THE FARE ON THE NEW YORK, NEW HAVEN & HARTFORD RAILROAD BETWEEN THE SOUTH TERMINAL STATION AND THE STATIONS AT DUDLEY AND BIRD STREETS IN BOSTON IS EXCESSIVE.

Mr. John L. Bird for petitioners ; Mr. Josiah H. Benton, Jr., for New York, New Haven & Hartford Railroad Company.

The distance between the Terminal Station and Dudley Street is about 2.4 miles, and that between the Terminal Station and Bird Street about 2.8 miles. The single fare to Dudley Street is seven cents, to Bird Street eight cents. A four-trip ticket provides a fare of six and one-quarter cents, and a twenty-five-ride ticket a fare of six cents to each point.

It is agreed that this rate is higher than the rates charged in certain other instances for carrying passengers a like distance within the suburban district. The company claims, however, that the discrimination is justifiable, for the reason that this fare bears such relation to other suburban fares that a change in it might necessitate other changes, resulting in a substantial loss of revenue from a business now yielding but little profit, on account of the competition of electric railways.

The lack of uniformity in rates upon the different divisions of this system is in large measure due to the different policies pursued in the business management of the several companies before consolidation. Rates of fare were made in granting concessions to certain communities under a policy thought to be adapted to the peculiar circumstances of the particular case, and that had no reference to any general standard of fares. One of the benefits, however, to be received from consolidation of independent companies is progress toward the removal of irregularities and discriminations that have existed as a natural if not necessary consequence of separate management.

A comparison of the fares between the South Terminal Station and the stations at Dudley and Bird streets with the charge for similar service upon other parts of this railroad shows a decided discrimination between communities that cannot be justified, we believe, as a necessary incident to a reasonable business policy. As we think that

the petitioners are entitled to a fare between these points that does not exceed a five-cent rate, we recommend that there be such change in the existing fare as will secure it. Should this recommendation call for further changes in suburban fares, we assume that such changes will be made according to some reasonable rule that will secure equitable results for all concerned.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,

Commissioners.

NOVEMBER 1, 1901.

COMPLAINT OF CHARLES H. COULTER AND OTHERS THAT THE RATE
CHARGED FOR CARRYING COAL FROM TIDE WATER TO BROCKTON
ON THE NEW YORK, NEW HAVEN & HARTFORD RAILROAD IS
EXCESSIVE.

Mr. James J. Dowd for petitioners; Mr. Josiah Benton, Jr., for New York, New Haven & Hartford Railroad Company.

Although this case must be examined and determined upon well-established principles, the importance of the subject, and the thorough and able manner in which it has been presented in preparation of fact and in argument, call for a full statement of the ground of decision.

The complaint is brought under section 16, chapter 112 of the Public Statutes, which provides that the Board, whenever it deems that "a change in rates of fare for transporting freight or passengers" is "reasonable and expedient," shall in writing inform the corporation of the changes which are considered proper.

This law was enacted in 1869, as a part of the act establishing the commission. The duty of the Board under it was defined in the decision of a case which arose in 1871. It was said that the question to be decided was either "whether a rate was excessive as compared with charges for other similar service," or whether there were "exceptional reasons" for the performance of particular service at an unusually low rate. "This Board cannot decide that a charge, not materially in excess of the average charge on similar articles, is unreasonable, unless it is prepared to remodel the whole tariff. . . . The commissioners must, in every case not based on general complaints of extortion, assume that the average charge on similar service is reasonable." (Railroad Commissioners' report, 1871, pp. 115-120.)

These views have been repeatedly reaffirmed. "The question is not whether we consider the rate as exactly the right one, but whether it is so unreasonably high, so palpably out of proportion to

the service rendered, that we should recommend a reduction, and, in case the recommendation is not complied with, follow it with a call upon the General Court to revise it by special legislation." (Railroad Commissioners' report, 1883, pp. 133-134.)

The distinction between the work of this Board and that of a Board which makes rates and revises tariffs has always been clearly drawn; and the wisdom of the policy adopted in this State seems to have been shown in the comparison of results obtained. (Hendricks' "Railway Control by Commissions," 1900.)

The Board does not attempt to divide with the directors responsibility for railroad management. It is not its function to correct, if it could, errors of judgment in the determination of purely business questions. Such a task is impracticable without the knowledge and opportunity that comes only from the entire control of affairs. The fixing of rates by public authority belongs with public ownership. It has been the policy of this State, in connection with the private ownership of railroads, to establish a supervision that shall leave the business management of the roads to the owners, unhampered, as long as it is conducted in a reasonable manner. To the extent that the restrictive power of the Board over issues of stock and bonds, and in matters affecting the public safety, is a departure from this policy, there are obvious reasons for the different rule.

The Legislature has declared its power to revise and alter railroad tariffs. (Public Statutes, chapter 112, section 180.) It has never, however, attempted to use this power save under a few exceptional statutes, like those relating to workingmen's trains, which were enacted to accomplish more, but have actually accomplished less, than what has been usually secured through the recommendatory power of the Board.

It is with unreasonable rates, then, — any rate that works an unjust discrimination, — that we have to deal.

The question now before us is whether the coal rate from tide water to Brockton is an unjust discrimination. For many years this rate over the Old Colony Railroad was \$1 per ton. In February, 1898, at the request of parties interested, the New York, New Haven & Hartford Railroad Company, then operating the railroad under its lease, reduced the rate to \$0.85. In May, 1898, a petition was filed with this Board, complaining that the rate of \$0.85 upon coal was, among other rates, excessive. After a number of hearings, the petition was, in February, 1899, withdrawn. Counsel for the petitioners then stated that a satisfactory agreement had been reached between the parties, in accordance with which the rate was reduced to \$0.75. This is the rate under consideration.

The complainants recognize the propriety of a comparison of this

rate with other rates for similar service, as a test of the merits of their claim, and have called attention to the tariffs in force upon other railroads. The railroad company has furnished a table of rates charged for transportation of coal on its own and other railroads. An examination of all these and other charges has satisfied us that the Brockton rate, compared with other rates for transportation of coal under like conditions, is at least as low as the rate usually charged for such service.

The complainants also ask a reduction upon the ground that the cost of this particular service would warrant a lower charge. To support this view, interrogatories were addressed to the railroad company, inquiring into the details of cost and methods of transporting coal to Brockton. The answers to these interrogatories show the difficulties of attempting to apportion accurately the cost of transportation of a particular article over a part of a complicated railroad system. Cost is an important factor in dealing with the entire tariff of a company, or a general complaint of extortionate practice in attempting to secure for railroad capital more than a reasonable return upon the investment. But the question here is, whether a particular rate is unreasonable. Upon this issue the figures and estimates presented furnish no material aid; the question must be decided as like questions have been decided from time to time, — through the test of comparison with other rates.

Counsel for the company has presented in his brief an exhaustive review of the authorities upon this point. From whatever side the question is approached, whether it be that of the railroad, or the shipper, or the student of economics, or the general public, there is substantially but one opinion. We quote a few from the many statements of this opinion: —

It is a safe conclusion that an element of joint cost appears in almost every item of a railroad's outgo, and that the proportion of expense which can be specifically assigned to any one consignment of freight or any one batch of passengers is an insignificant fraction of the whole. From this fact of preponderating joint cost it follows that railroad rates are permanently affected by demand, and that they cannot be based on any analysis of cost of service. (Taussig, "Contribution to the Theory of Railway Rates," 1890.)

Mr. H. C. Adams, statistician of the Interstate Commerce Commission, approved this conclusion, saying that "to say that it is possible to assign cost to a particular traffic is an absurdity."

Little can be said in favor of the cost of service theory. . . . To attempt to fix a rate on a particular commodity in conformity with the entire cost of handling that commodity is plainly impossible. (Dixon, "State Railroad Control," 1896.)

H. T. Newcomb, chief of the section of freight rates in the division of

statistics of the United States Department of Agriculture, testifying before the industrial commission in March, 1899, said: "Rates of transportation are unjust or just in comparison with other charges. There is no such thing as a rate which is excessive in itself. The only study of railway charges must be a comparative study; the relations among charges on similar products and of particular charges to the total earnings of the railway itself. . . . Each of our railways has a great complex of articles that make up its traffic. You must study the rates comparatively. You cannot study them alone. (Report of Industrial Commission, 1900, vol. iv, p. 99.)

There was never a more mistaken idea than the idea that rates would be reduced if they were based upon the cost of service. The principle keeps rates up. If it is strictly applied, it makes it necessary that each item of business should pay its share of the fixed charges. A great deal of business, which would pay much less than its share of the fixed charges (though still giving a slight profit above train and station charges), is thus lost. This is bad for the railroads, bad for the shipper and bad for the prospect of low average rates. (Hadley, "Railroad Transportation," 1885, p. 250.)

The cost of service principle is neither practised nor practicable. The attempt to base rates solely on cost is a pure chimera. Well-nigh every expert, whether scientist, official or legislator, and every practical commission, from the early English to the late Italian and American, absolutely discards it as a practice. (Seligman, "Railway Tariffs and the Interstate Commerce Law," "Political Science Quarterly," vol. 11, Nos. 2, 3.)

The movement of a commodity by rail is determined by considerations wholly independent of and not affected by the cost of the service to be performed. (Cullom Committee Report, p. 184.)

The present case furnishes a good illustration of the perplexities that beset one in attempting to distribute the cost of transportation. Coal is carried to Brockton from three points, — from Fall River, from New Bedford and from Providence; it is carried at irregular intervals, in varying quantities and with other freight; and under an arrangement for retail consignments. Again, the items of joint cost include the extraordinary expenditure of between one and two millions of dollars in the abolition of grade crossings and the furnishing of station facilities in Brockton, — an item that might be a troublesome one, from the standpoint of Brockton interests, if the theory of cost and profit of separate service is to determine freight charges.

A rate in the nature of a charge per ton mile was also advocated. Aside from difficulties already noted, this plan, if it were an advantage to Brockton, would admittedly work to the disadvantage of neighboring towns now in the same group and now having the benefit of the same rate as Brockton.

Nor have there been shown any peculiar conditions which would warrant upon exceptional grounds an unusually low rate. The item of freight upon coal is a comparatively small one in the cost of the industries carried on here. Nor do the previous reductions in the

rate upon coal seem to have brought about any decrease in profits to consumers in general, or any increased traffic to the company. A commodity rate, on the other hand, is now in force upon the principal manufacturing products of the city, affording a lower rate than would usually be charged in recognition of the business reasons that call for and justify it. The application of this principle of trade, an outgrowth of commercial success which gives to shipper and carrier alike a profit tempered to present conditions and stimulates to further development an important industry to the mutual advantage of both, is far better adapted to the needs of Brockton than any hard-and-fast rule established upon the basis of particular cost of service of rate per ton mile.

Examined, therefore, in the light of all the suggestions made and facts presented, we think the claim that the freight rate upon coal from tide water to Brockton is an unjust discrimination and unreasonable, fails of proof; and we must decline to make the recommendation that it be reduced.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,

Commissioners.

NOVEMBER 7, 1901.

COMPLAINT OF NATHAN BAILEY AND OTHERS THAT THE SERVICE UPON
THE LOWELL, LAWRENCE & HAVERHILL STREET RAILWAY IS UN-
SATISFACTORY AND INADEQUATE.

Rev. Nathan Bailey for petitioners; Mr. Bentley W. Warren for Lowell, Lawrence & Haverhill Street Railway Company.

The management of this railway recently passed from the Lowell, Lawrence & Haverhill Street Railway Company to the Boston & Northern Street Railway Company.

It is evident that the street railway accommodations afforded in the past to the citizens of Methuen have not been suitable to the needs of the community, and that there has been abundant reason for dissatisfaction. Cars have been poor in quality, insufficient in number and irregular in running time. The company now in control concedes this, and gives the assurance that every reasonable effort will be made to improve the service. New cars and a double track in place of the single track railway will remedy many of the existing evils. Steps have already been taken to bring about these improvements in operation and equipment. The public are entitled to better accommodations, and the company is entitled to a reasonable time within which to make the necessary changes.

We have been asked to recommend that additional late cars from Lawrence to Methuen be furnished by the company. Upon the showing made of the patronage upon the late cars now furnished on Wednesday and Saturday evenings, we do not feel that the demand for additional service of this character is sufficient to warrant such a recommendation.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,

Commissioners.

NOVEMBER 8, 1901.

COMPLAINT OF JUDAH HATHAWAY AND OTHERS THAT THE RATE CHARGED FOR TRANSPORTATION OF BOX BOARDS OVER THE NEW YORK, NEW HAVEN & HARTFORD RAILROAD FROM TREMONT AND MARION TO FAIRHAVEN IS EXCESSIVE.

Prior to January 1, 1900, the rate on box boards from Tremont and Marion to Fairhaven was three cents per one hundred pounds. The rate was then raised to four cents per one hundred pounds.

It is not claimed by the company that the general cost of transportation was such that the revenues of the company were insufficient to afford a fair return upon the invested capital. It is clearly impracticable to base a particular rate upon an apportionment of the cost of carriage of freight over a part of a railroad system.

It is often said that a freight rate should be governed by "what the traffic will bear." If this were equivalent to saying that a company might charge all it could force a shipper to pay without driving him out of business, the suggestion would be indefensible. The phrase has a better meaning, however, — one which the present case may well illustrate. The petitioners have occasion from time to time to ship car loads of box boards. In a business like this, where the margin of profit is so small, any substantial increase in freight rate is ruinous. The railroad company, recognizing this, had established a low rate upon box boards, and the petitioners were thus enabled to carry on business. The short haul undoubtedly yielded only a small return to the company, and yet one which it properly considered worth securing as a part of its general revenue. We find no reason for any change in such policy.

The history of the company's dealings with a shipper who was originally one of these complainants is significant. Being interested in securing a contract for several car loads of boards, he applied to the company for a reduction of rate, to enable him to realize a profit. It was his purpose to ship by rail to Fairhaven, and then to forward

to New York by vessel. He was refused any concession upon the rate. He then offered to forward the boards by an all-rail route. Thereupon the company, finding that it could not give him an all-rail route, reduced the rate from four cents to three and one-half cents.

If there were no other reason for declining to uphold the present rate upon box boards, this discrimination in favor of those who, it was explained, "had gone about the matter in the right way," would be sufficient.

As we believe that the advance made in the rate upon box boards was not justified, upon the evidence presented to us, we must recommend that the rate be reduced.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,
Commissioners.

NOVEMBER 11, 1901.

COMPLAINT OF PAUL M. BURNS AND OTHERS THAT THE FREIGHT RATE UPON BOX BOARDS TRANSPORTED FROM EAST FREETOWN AND MYRICKS TO FAIRHAVEN, OVER THE NEW YORK, NEW HAVEN & HARTFORD RAILROAD, IS EXCESSIVE.

The nearest railroad point upon the seaboard to East Freetown and Myricks is New Bedford, and box boards were formerly shipped from these places by direct route over the Old Colony Railroad to that point, at a rate of four cents per one hundred pounds. Owing to lack of facilities in New Bedford for the reshipment of these boards by vessel, the company changed the point of destination to Fairhaven, which was reached by way of Middleborough and Tremont, — a considerably longer route. No change was made in the rate until January, 1900, when the New York, New Haven & Hartford Railroad Company, operating this road under lease, advanced the rate from four cents to six cents per one hundred pounds.

The advance in rate is defended on the ground of the expense to the company of the longer haul to Fairhaven. In effect, the claim is that a company which has a direct and an indirect route of transportation to a given point may decline to provide convenient facilities in connection with its direct route, and compel shippers to pay the extra expense of the longer and circuitous route. This places the burden in the wrong place, and is an unreasonable rule of business. Moreover, the advance in rate imposes upon these shippers a tax which makes it difficult for them to compete in the market with dealers from other localities. The Old Colony Railroad Company, apparently looking at the matter in this light when it made the change in route, left the rate untouched.

As we believe that the advance in rate of which the petitioners complain was not justified under the circumstances, we recommend that the old rate be restored.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,

Commissioners.

NOVEMBER 11, 1901.

PETITION OF RESIDENTS OF ROSLINDALE FOR A REDUCTION OF FARE
ON THE NEW YORK, NEW HAVEN & HARTFORD RAILROAD.

Mr. John A. Coulthurst for petitioners; Mr. Josiah H. Benton, Jr., for New York, New Haven & Hartford Railroad Company.

The lowest fare now in force between the South Terminal Station and Roslindale is furnished through a twenty-five-trip ticket, at the rate of six and eight-tenths cents a single ride. The distance is six and five-tenths miles. Comparison shows this to be among the lowest charges made upon steam railroads, within or without the suburban district, for similar service. The case is, therefore, unlike that in deciding which the Board recently recommended a reduction of fare between the South Terminal Station and Bird and Dudley streets. The fare there in force was shown to be clearly in excess of the usual rate, while here it is below the average charge.

Suburban rates compared one with another are out of proportion, and, as stated in the annual report of the Board for 1900, need readjustment, particularly upon certain systems made up of roads formerly under separate management. No opinion need now be expressed as to the exact changes which ought to be made, or as to the standard which ought to be adopted; for the question before us is not a general revision of suburban rates, or an examination of any particular rate as affected by such revision. The petitioners present a single, definite request; they desire a five-cent fare upon a steam railroad for a distance of six and one-half miles. It is admitted that no such low rate exists to-day elsewhere in this or other States. The limited season ticket is, of course, excluded in this statement, as it might well be in certain tables of rates where it makes mischief for those who are prone to rely upon general averages.

In effect, the claim of the petitioners is that we ought to recommend that steam railroads should be required by law to enter into competition with street railways in the matter of fares. We must decline to do this. In view of the difference between the steam railroad and the street railway in the cost of construction and maintenance, competition between them in short-distance travel must as yet be of an

experimental nature. As such, it is a question for the business management of the companies.

It is apparent that traffic in the suburban district still continues to be increasingly diverted to the street railway. There were fewer passengers carried during the year ending June 30, 1901, upon the railroads which make returns to the Board, than during the previous year, while the passenger mileage during this period has been largely increased.

How best to meet this decline in suburban business is necessarily receiving the attention of men of ability and experience in railroad operation. If we were confident that a suburban line, electrically equipped, could be successfully operated with a low fare to meet the street railway rate, we would have no right, particularly at this experimental stage of the development of electricity as a motive power upon railroads, to give such opinion the force of a requirement. We must, therefore, decline to recommend that the steam railroad be compelled to adopt a five-cent fare between the South Terminal Station and Roslindale.

We think we ought to add that, in our opinion, the real disadvantage under which the people of Roslindale suffer is the lack of the street railway accommodation usually enjoyed by those similarly situated. While with one exception all other parts of Boston are connected with a five-cent fare, the people of Roslindale have to pay two such fares in travelling to and from the other parts of the city, — one to the West Roxbury & Roslindale Company and one to the Boston Elevated Company.

Through consolidation and voluntary agreement between companies, it has come to be the general rule throughout the State that within city or town limits there should be a five-cent fare. There would seem to be no good reason why some equitable arrangement could not be brought about between the companies interested, which would give to this community the street railway facilities of which it stands in need.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,

Commissioners.

DECEMBER 17, 1901.

COMPLAINT OF THE SELECTMEN OF EASTON THAT THE PRESENT RATE OF FARE UPON THE OLD COLONY STREET RAILWAY BETWEEN NORTH EASTON AND THE CITY OF BROCKTON IS UNREASONABLE.

Mr. H. J. Fuller for petitioners; Mr. Bentley W. Warren for Old Colony Street Railway Company.

The facts here are similar to those presented in connection with the complaint of the selectmen of Stoughton respecting the fare between that town and Brockton. The Board was then asked to recommend a reduction of fare between the business centre of the town and Brockton; the recommendation was made, and a lower fare established in accordance with it. The ground of the decision was that Brockton, as a large and growing city, furnishing, as it does, the markets and trade centres for the adjoining towns, should be reached by the payment of a fare that did not discriminate against one or another of these communities. The same principle applies in this case. The distance here is less than five miles. Although the traffic is not heavy, we believe that the company should introduce a system of fares in connection with travel between Brockton and North Easton similar to that established upon the recommendation of the Board between Brockton and Stoughton, and we therefore recommend such reduction in existing fares.

JAMES F. JACKSON,
GEO. W. BISHOP,
CLINTON WHITE,

Commissioners.

DECEMBER 18, 1901.

PETITION OF JAMES M. LLEWELLYN FOR RECOMMENDATION TO TRAIN
PRIVILEGES FOR THE PURPOSE OF A LOCAL EXPRESS BUSINESS
BETWEEN BOSTON AND ROCKLAND.

Mr. Fred M. Bixby for petitioner; Mr. Josiah H. Benton, Jr., for New York, New Haven & Hartford Railroad Company.

This petition is brought under the law to be found in section 241, chapter 111 of the Revised Laws. The Legislature has restricted the number of persons who shall engage in the express business to those who receive a recommendation from the Board. This recommendation must be based upon something more than proof of the good character and ability of the applicant, and the benefits supposed to arise from competition. The petitioner admits this, and bases his petition upon the unsatisfactory character of the present service.

The New York & Boston Despatch Express Company is engaged in a local business between Boston and Rockland, in connection with a general business over the entire system of the New York, New Haven & Hartford Railroad. The firm of Jenkins & Simmons also carries on a local express business between Boston and Rockland. No evidence has been given which reflects upon this firm. Statements of men who have had dealings with the New York & Boston Despatch Express Company show slow deliveries, and a treatment of

patrons wanting in a spirit of accommodation. This suggests either an exceptional indifference to what it considers an unimportant part of a large business, or a general indifference to the way in which it serves the public. Either indicates lack of wisdom, as well as failure of obligation on the part of the management. The effort to please people is inexpensive, and economy in this direction is a species of thrift that in the end proves unprofitable.

Moreover, it seems that this company, holding out what purported to be a tariff of rates for everybody, has in many instances made reductions from it for the benefit of certain persons. Nothing is less defensible than secret dealing behind the cover of a published tariff.

Nor is this all. The petitioner Llewellyn has for some time been engaged in forwarding goods between Boston and Rockland by the use of the freight trains, but in carrying on this business has from time to time been obliged to make use of the express company. It seems that whenever this has happened, he has been compelled to pay higher rates than those charged others. The excuse offered, that Llewellyn is a competitor, shows a misconception of what was due to him, and a pettiness of dealing, out of place in large affairs.

Unsatisfactory service upon the part of one company having been proved, the question is as to the remedy. It appears that the railroad company shares in the profits of the express business. Whatever the mutual relations between the two companies, and however responsible each as a common carrier, exclusive express privileges upon a railroad ought not to be granted at the expense of the public convenience. Be the arrangement between the railroad company and the express company what it may, its continuance should be made contingent upon reasonable charges, prompt delivery and impartial dealing.

The railroad company contends that the remedy in this case for any improper conduct by the express company is not in increasing the number of those engaged in the business. The firm of Jenkins & Simmons makes the same claim, and urges that there are enough expressmen in business at Rockland; in fact, that there would be no profit to any one if another were admitted to it. The evidence before us all goes to show that the business is not too large for efficient conduct by those now engaged in it.

As a general rule, it is obviously better that a few persons rather than many should undertake to handle goods upon passenger trains, where time and space are necessarily limited. The public interests demand the least possible inconvenience and delay to travel. In this instance we believe that satisfactory service can be obtained without adding to the number of expressmen. Should there be further cause for complaint, a remedy can be provided. And we shall consider that there is such cause for complaint unless in the future deliveries

are promptly made, and just and suitable accommodations afforded all patrons.

The request of the petitioner must, therefore, be denied, and better service required of the New York & Boston Despatch Express Company.

JAMES F. JACKSON,
GEORGE W. BISHOP,
CLINTON WHITE,

Commissioners.

DECEMBER 31, 1901.

ORDERS RELATING TO RAILROADS AND STREET
RAILWAYS.

LEASES AND CONSOLIDATIONS.

Petition of the Brockton Street Railway Company for the Approval of the Terms of a Proposed Purchase by the Petitioner of the Property and Franchises of the Globe Street Railway Company, with a View to the Consolidation of the Two Companies under the Corporate Name and Powers of the Brockton Street Railway Company.

It appearing, after public notice and a hearing, that the railways of the contracting companies are connecting railways; that the terms of purchase and sale provide that the property and franchises of the Globe Street Railway Company shall be conveyed to the petitioner by a duly authorized and executed deed, and that the petitioner shall pay and assume all outstanding debts and obligations of the Globe Street Railway Company; that these terms of purchase and sale have been duly agreed to and approved by the directors and stockholders of each of the contracting companies; that they involve no decrease in the facilities for travel and no increase in the rates of fare; and that they are lawful and consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the terms of this contract of purchase and sale, a copy of which contract is upon file in this office.

And it appearing that an increase of the capital stock of the Brockton Street Railway Company is contemplated in the terms of said purchase and sale for the purpose of effecting an exchange of stock, share for share; that such increase is reasonably requisite therefor; and that the issue of such additional capital stock involves no increase in the aggregate amount of the capital stock and the indebtedness of these companies, — it is

Ordered, That the approval of the Board be hereby given to an increase of the capital stock of the Brockton Street Railway Company, by the issue of shares not exceeding 14,400 in number, amounting at the par value thereof to \$1,440,000, in addition to the amount of its capital stock now authorized and outstanding, the said additional

shares to be issued only in accordance with and for the purpose of carrying out the terms of the said contract, and in the exchange, share for share, for the outstanding shares of the Globe Street Railway Company, the certificates of the last-named shares to be upon such exchange surrendered and cancelled.

Attest: WM. A. CRAFTS,
Clerk.

JANUARY 14, 1901.

Petitions of the South Middlesex and of the Natick & Needham Street Railway Companies for the Approval of Lease.

It appearing, after due notice to all parties interested and a hearing, that the railways of these companies connect with each other; that a lease of the railway, franchise and property of the Natick & Needham Street Railway Company to the South Middlesex Street Railway Company has been duly authorized by the directors and the stockholders of each company; and that the terms of this lease are lawful and consistent with the public interests, — it is

Ordered, That the lease above named, a copy of which is on file with the petition, be hereby approved.

Attest: WM. A. CRAFTS,
Clerk.

JANUARY 25, 1901.

Petition of the Worcester Consolidated Street Railway Company for the Approval of the Terms of a Proposed Purchase by the Petitioner of the Property and Franchises of the Worcester & Suburban Street Railway Company, with a View to the Consolidation of the Two Companies under the Corporate Name and Powers of the Worcester Consolidated Street Railway Company.

It appearing, after public notice and a hearing, that the railways of the contracting companies are connecting railways; that the terms of purchase and sale provide that the property and franchises of the Worcester & Suburban Street Railway Company shall be conveyed to the petitioner by a duly authorized and executed deed, and that the petitioner shall pay and assume all outstanding debts and obligations of the Worcester & Suburban Street Railway Company; that these terms of purchase and sale have been duly agreed to and approved by the directors and stockholders of each of the contracting companies; that they involve no decrease in the facilities for travel and no increase in the rates of fare, but, on the contrary, promise additional advantages to the travelling public, and are lawful and consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the terms of this contract of purchase and sale, a copy of which contract is upon file in this office.

And it appearing that an increase of the capital stock of the Worcester Consolidated Street Railway Company is contemplated in the terms of said purchase and sale, for the purpose of effecting an exchange of stock, share for share; that such increase is reasonably requisite therefor; and that the issue of such additional capital stock involves no increase in the aggregate amount of the capital stock and the indebtedness of these companies, — it is

Ordered, That the approval of the Board be hereby given to an increase of the capital stock of the Worcester Consolidated Street Railway Company, by the issue of shares not exceeding 5,425 in number, amounting at the par value thereof to \$542,500, in addition to the amount of its capital stock now authorized and outstanding, the said additional shares to be issued only in accordance with and for the purpose of carrying out the terms of the said contract, and in the exchange, share for share, for the outstanding shares of the Worcester & Suburban Street Railway Company, the certificates of the last-named shares to be upon such exchange surrendered and cancelled.

Attest:

WM. A. CRAFTS,

Clerk.

FEBRUARY 20, 1901.

Petition of the Worcester Consolidated Street Railway Company for the Approval of the Terms of a Proposed Purchase by the Petitioner of the Property and Franchises of the Worcester & Marlborough Street Railway Company, with a View to the Consolidation of the Two Companies under the Corporate Name and Powers of the Worcester Consolidated Street Railway Company.

It appearing, after public notice and a hearing, that the railways of the contracting companies are connecting railways; that the terms of purchase and sale provide that the property and franchises of the Worcester & Marlborough Street Railway Company shall be conveyed to the petitioner by a duly authorized and executed deed, and that the petitioner shall pay and assume all outstanding debts and obligations of the Worcester and Marlborough Street Railway Company; that these terms of purchase and sale have been duly agreed to and approved by the directors and stockholders of each of the contracting companies; that they involve no decrease in the facilities for travel and no increase in the rates of fare, but, on the contrary, promise additional advantages to the travelling public, and are lawful and consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the terms of this contract of purchase and sale, a copy of which contract is upon file in this office.

And it appearing that an increase of the capital stock of the Worcester Consolidated Street Railway Company is contemplated in the terms of said purchase and sale, for the purpose of effecting an exchange of stock, share for share; that such increase is reasonably requisite therefor; and that the issue of such additional capital stock involves no increase in the aggregate amount of the capital stock and the indebtedness of these companies, — it is

Ordered, That the approval of the Board be hereby given to an increase of the capital stock of the Worcester Consolidated Street Railway Company, by the issue of shares not exceeding 2,389 in number, amounting at the par value thereof to \$238,900, in addition to the amount of its capital stock now authorized and outstanding, the said additional shares to be issued only in accordance with and for the purpose of carrying out the terms of the said contract, and in the exchange, share for share, for the outstanding shares of the Worcester & Marlborough Street Railway Company, the certificates of the last-named shares to be upon such exchange surrendered and cancelled.

Attest:

WM. A. CRAFTS,
Clerk.

FEBRUARY 20, 1901.

Petition of the Worcester Consolidated Street Railway Company for the Approval of the Terms of a Proposed Purchase by the Petitioner of the Property and Franchises of the Leominster & Clinton Street Railway Company, with a View to the Consolidation of the Two Companies under the Corporate Name and Powers of the Worcester Consolidated Street Railway Company.

It appearing, after public notice and a hearing, that the railways of the contracting companies are connecting railways; that the terms of purchase and sale provide that the property and franchises of the Leominster & Clinton Street Railway Company shall be conveyed to the petitioner by a duly authorized and executed deed, and that the petitioner shall pay and assume all outstanding debts and obligations of the Leominster & Clinton Street Railway Company; that these terms of purchase and sale have been duly agreed to and approved by the directors and stockholders of each of the contracting companies; that they involve no decrease in the facilities for travel and no increase in the rates of fare, but, on the contrary, promise additional advantages to the travelling public, and are lawful and consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the terms of this contract of purchase and sale, a copy of which contract is upon file in this office.

And it appearing that an increase of the capital stock of the Worcester Consolidated Street Railway Company is contemplated in the terms of said purchase and sale, for the purpose of effecting an exchange of stock, share for share; that such increase is reasonably requisite therefor; and that the issue of such additional capital stock involves no increase in the aggregate amount of the capital stock and the indebtedness of these companies, — it is

Ordered, That the approval of the Board be hereby given to an increase of the capital stock of the Worcester Consolidated Street Railway Company, by the issue of shares not exceeding 6,480 in number, amounting at the par value thereof to \$648,000, in addition to the amount of its capital stock now authorized and outstanding, the said additional shares to be issued only in accordance with and for the purpose of carrying out the terms of the said contract, and in the exchange, share for share, for the outstanding shares of the Leominster & Clinton Street Railway Company, the certificates of the last-named shares to be upon such exchange surrendered and cancelled.

Attest:

WM. A. CRAFTS,

Clerk.

FEBRUARY 20, 1901.

Petition of the Lynn & Boston Railroad Company for Approval of the Terms of a Proposed Purchase by the Petitioner of the Property and Franchises of the Beverly & Danvers Street Railway Company, with a View to the Consolidation of the Two Companies under the Corporate Name and Powers of the Lynn & Boston Railroad Company.

It appearing, after public notice and a hearing, that the railways of the contracting companies are connecting railways; that the terms of purchase and sale provide that the property and franchises of the Beverly & Danvers Street Railway Company shall be conveyed to the petitioner by a duly authorized and executed deed, and that the petitioner shall pay and assume all outstanding debts and obligations of the Beverly & Danvers Street Railway Company; that the terms of purchase and sale have been duly agreed to and approved by the directors and stockholders of each of the contracting companies; that they involve no increase in the aggregate amount of the capital stock and the indebtedness of these companies; and that they are lawful and consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the

terms of this contract of purchase and sale, a copy of which contract is upon file in this office.

And it appearing that an increase of the capital stock of the Lynn & Boston Railroad Company is contemplated in the terms of said purchase and sale, for the purpose of effecting an exchange of stock, share for share; and that such increase is reasonably requisite therefor, — it is

Ordered, That the approval of the Board be hereby given to an increase of the capital stock of the Lynn & Boston Railroad Company, by the issue of shares not exceeding 360 in number, amounting at the par value thereof to \$36,000, in addition to the amount of its capital stock now authorized and outstanding, the said additional shares to be issued only in accordance with and for the purpose of carrying out the terms of said contract, and in the exchange, share for share, for the outstanding shares of the Beverly & Danvers Street Railway Company, the certificates of the last-named shares to be upon such exchange surrendered and cancelled.

Attest:

WM. A. CRAFTS,

Clerk.

MARCH 28, 1901.

Petition of the Marlborough & Westborough Street Railway Company for the Approval of the Terms of a Proposed Purchase by the Petitioner of the Property and Franchises of the Westborough & Worcester Street Railway Company, with a View to the Consolidation of the Two Companies under the Corporate Name and Powers of the Marlborough & Westborough Street Railway Company.

It appearing, after due notice and a hearing, that the railways of the contracting companies are connecting railways; that the terms of purchase and sale provide that the property and franchises of the Westborough & Worcester Street Railway Company shall be conveyed to the petitioner by a duly authorized and executed deed, and that the petitioner shall pay and assume all outstanding debts and obligations of the Westborough & Worcester Street Railway Company; that these terms of purchase and sale have been duly agreed to and approved by the directors and stockholders of each of the contracting companies; that they involve no increase in the aggregate amount of the capital stock and the indebtedness of these companies; and that they are lawful and consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the terms of this contract of purchase and sale, a copy of which contract is upon file in this office.

And it appearing that an increase of the capital stock of the Marlborough & Westborough Street Railway Company is contemplated in the terms of said purchase and sale, for the purpose of effecting an exchange of stock, share for share; and that such increase is reasonably requisite therefor, — it is

Ordered, That the approval of the Board be hereby given to an increase of the capital stock of the Marlborough & Westborough Street Railway Company, by the issue of shares not exceeding 600 in number, amounting at the par value thereof to \$60,000, in addition to the amount of its capital stock now authorized and outstanding, the said additional shares to be issued only in accordance with and for the purpose of carrying out the terms of the said contract, and in the exchange, share for share, for the outstanding shares of the Westborough & Worcester Street Railway Company, the certificates of the last-named shares to be upon such exchange surrendered and cancelled.

Attest:

WM. A. CRAFTS,

Clerk.

APRIL 15, 1901.

Petition of the Lynn & Boston Railroad Company for the Approval of the Terms of a Proposed Purchase by the Petitioner of the Property and Franchises of the Lowell, Lawrence & Haverhill Street Railway Company, with a View to the Consolidation of the Two Companies under the Corporate Name and Powers of the Lynn & Boston Railroad Company.

It appearing, after public notice and a hearing, that the railways of the contracting companies are connecting railways; that the terms of purchase and sale provide that the property and franchises of the Lowell, Lawrence & Haverhill Street Railway Company shall be conveyed to the petitioner by a duly authorized and executed deed, and that the petitioner shall pay and assume all outstanding debts and obligations of the Lowell, Lawrence & Haverhill Street Railway Company; that these terms of purchase and sale have been duly agreed to and approved by the directors and stockholders of each of the contracting companies; that they involve no decrease in the facilities for travel and no increase in the rates of fare, but, on the contrary, promise additional advantages to the travelling public, and are lawful and consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the terms of this contract of purchase and sale, a copy of which contract is upon file in this office.

And it appearing that an increase of the capital stock of the Lynn & Boston Railroad Company is contemplated in the terms of said

purchase and sale for the purpose of effecting an exchange of stock, share for share ; that such increase is reasonably requisite therefor ; and that the issue of such additional capital stock involves no increase in the aggregate amount of the capital stock and the indebtedness of these companies, — it is

Ordered, That the approval of the Board be hereby given to an increase of the capital stock of the Lynn & Boston Railroad Company, by the issue of shares not exceeding 27,000 in number, amounting at the par value thereof to \$2,700,000, in addition to the amount of its capital stock now authorized and outstanding, the said additional shares to be issued only in accordance with and for the purpose of carrying out the terms of the said contract, and in the exchange, share for share, for the outstanding shares of the Lowell, Lawrence & Haverhill Street Railway Company, the certificates of the last-named shares to be upon such exchange surrendered and cancelled.

Attest: WM. A. CRAFTS,

Clerk.

MAY 2, 1901.

Petition of the Lynn & Boston Railroad Company for the Approval of the Terms of a Proposed Purchase by the Petitioner of the Property and Franchises of the North Woburn Street Railroad Company, with a View to the Consolidation of the Two Companies under the Corporate Name and Powers of the Lynn & Boston Railroad Company.

It appearing, after public notice and a hearing, that the railways of the contracting companies are connecting railways ; that the terms of purchase and sale provide that the property and franchises of the North Woburn Street Railroad Company shall be conveyed to the petitioner by a duly authorized and executed deed, and that the petitioner shall pay and assume all outstanding debts and obligations of the North Woburn Street Railroad Company ; that these terms of purchase and sale have been duly agreed to and approved by the directors and stockholders of each of the contracting companies ; that they involve no decrease in the facilities for travel and no increase in the rates of fare, but, on the contrary, promise additional advantages to the travelling public, and are lawful and consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the terms of this contract of purchase and sale, a copy of which contract is upon file in this office.

And it appearing that an increase of the capital stock of the Lynn & Boston Railroad Company is contemplated in the terms of said purchase and sale, for the purpose of effecting an exchange of stock, share for share ; that such increase is reasonably requisite therefor ;

and that the issue of such additional capital stock involves no increase in the aggregate amount of the capital stock and the indebtedness of these companies, — it is

Ordered, That the approval of the Board be hereby given to an increase of the capital stock of the Lynn & Boston Railroad Company, by the issue of shares not exceeding 1,000 in number, amounting at the par value thereof to \$100,000, in addition to the amount of its capital stock now authorized and outstanding, the said additional shares to be issued only in accordance with and for the purpose of carrying out the terms of the said contract, and in the exchange, share for share, for the outstanding shares of the North Woburn Street Railroad Company, the certificates of the last-named shares to be upon such exchange surrendered and cancelled.

Attest:

WM. A. CRAFTS,

Clerk.

MAY 2, 1901.

Petition of the New Bedford & Onset Street Railway Company and the East Wareham, Onset Bay & Point Independence Street Railway Company for Approval of the Terms of a Proposed Purchase of the Street Railway Property and Franchises of the Last-named by the First-named Company, under the Provisions of Chapter 132, Acts of 1901.

It appearing, after due notice and a hearing, that the terms of purchase and sale provide that the property and franchises of the East Wareham, Onset Bay & Point Independence Street Railway Company shall be conveyed to the New Bedford & Onset Street Railway Company, free of all incumbrances, by a duly authorized deed, upon the payment of \$10,305.65; that the terms of purchase and sale have been agreed to and approved by the directors and stockholders of each of the contracting companies; that they involve no decrease in the facilities for travel and no increase in the rates of fare, and are consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the terms of this contract of purchase and sale.

Attest:

WM. A. CRAFTS,

Clerk.

MAY 22, 1901.

Petition of the Interstate Consolidated Street Railway Company for Approval of Purchase of Street Railway Property, and the Issue of Capital Stock in Connection therewith.

It appearing, after due notice to all parties interested and a hearing, that the petitioner, acting under the provisions of chapter 159,

Acts of 1901, has duly perfected its organization, and has voted to purchase the railways, equipments, franchises, rights and other property, real and personal, owned and held in this Commonwealth by the Interstate Consolidated Street Railway Company of Rhode Island; that the terms of the above-named purchase are consistent with the public interests; and that an issue of capital stock to the amount of \$275,000 in payment for said property is lawful and reasonably requisite and necessary to enable the petitioner to carry out said purpose in good faith, — it is

Ordered, That the approval of the Board be hereby given to the purchase of the above-described street railway property of the Interstate Consolidated Street Railway Company of Rhode Island by the Interstate Consolidated Street Railway Company of Massachusetts, and to the issue by the last-named company of shares of capital stock not exceeding 2,750 in number, amounting at par value to \$275,000, in payment therefor, in accordance with the terms of purchase, upon condition that an equal amount of the capital stock of the Interstate Consolidated Street Railway Company of Rhode Island shall be surrendered and cancelled.

Attest:

WM. J. McCULLOUGH,

Assistant Clerk.

JULY 23, 1901.

Petition of the Old Colony Street Railway Company and of the Newport & Fall River Street Railway Company for the Approval by the Board of the Terms of a Lease by the First-named Company of the Railway, Franchise and Other Property of the Last-named Company.

It appearing, after due notice to all parties interested and a hearing, that a lease of the railway, franchise and other property of the Newport & Fall River Street Railway Company, a corporation duly organized under the laws of and operating a street railway within the State of Rhode Island, to the Old Colony Street Railway Company, has been duly executed under the authority granted in chapters 214 and 434, Acts of the Legislature of the Commonwealth of Massachusetts for the year 1901, and in an act of the General Assembly of the State of Rhode Island passed May 3, 1900; and that the terms of this lease are consistent with the public interests, — it is

Ordered, That the lease above named, a copy of which is on file with the petition in this office, be hereby approved.

Attest:

WM. J. McCULLOUGH,

Assistant Clerk.

AUGUST 14, 1901.

Petition of the Lexington & Boston Street Railway Company and the Woburn & Boston Street Railway Company for Approval of the Terms of the Proposed Purchase by the Lexington & Boston Street Railway Company of the Property and Franchises of the Woburn & Boston Street Railway Company, with a View to the Consolidation of the Two Companies under the Corporate Name and Powers of the Lexington & Boston Street Railway Company.

It appearing, after due notice and a hearing, that the railways of the contracting companies are connecting railways; that the terms of purchase and sale provide that the property and franchises of the Woburn & Boston Street Railway Company shall be conveyed to the Lexington & Boston Street Railway Company by a duly authorized deed, and that the Lexington & Boston Street Railway Company shall pay and assume all outstanding debts and obligations of the Woburn & Boston Street Railway Company; that these terms of purchase and sale have been duly agreed to and approved by the directors and stockholders of each of the contracting companies; that they involve no decrease in the facilities for travel and no increase in the rates of fare, but, on the contrary, promise additional advantage to the travelling public, and are lawful and consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the terms of this contract of purchase and sale, a copy of which contract is upon file in this office.

And it appearing that an increase of the capital stock of the Lexington & Boston Street Railway Company is contemplated in the terms of said purchase and sale, for the purpose of effecting an exchange of stock, share for share; that such increase is reasonably requisite therefor; and that the issue of such additional capital stock involves no increase in the aggregate amount of the capital stock and the indebtedness of these companies, — it is

Ordered, That the approval of the Board be hereby given to an increase of the capital stock of the Lexington & Boston Street Railway Company, by the issue of shares not exceeding 750 in number, amounting at the par value thereof to \$75,000, in addition to the amount of its capital stock now authorized and outstanding, the said additional shares to be issued only in accordance with and for the purpose of carrying out the terms of the said contract, and in the exchange, share for share, for the outstanding shares of the Woburn & Boston Street Railway Company, the certificates of the last-named shares to be upon such exchange surrendered and cancelled.

Attest:

WM. J. McCULLOUGH,

Assistant Clerk.

JOINT USE, OPERATING AND OTHER CONTRACTS.

Petition of the Lexington & Boston Street Railway Company and the Concord & Clinton Street Railway Company for the Approval of a Joint Use of Tracks.

It appearing that the railways of the petitioning companies connect with each other; that a contract has been duly executed by each, in accordance with the terms of which the Lexington & Boston Street Railway Company has been authorized to enter upon and use with its cars the tracks of the Concord & Clinton Street Railway Company in the town of Concord; that the terms of such contract have been approved by the selectmen of Concord, and are consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the authority granted to the Lexington & Boston Street Railway Company to use the tracks of the Concord & Clinton Street Railway Company in the town of Concord, in accordance with the above-named agreement between said companies, a copy of which agreement has been filed in this office.

Attest:

WM. A. CRAFTS,

Clerk.

JANUARY 22, 1901.

Petition of the Georgetown, Rowley & Ipswich Street Railway Company for Approval of Authority to use Tracks of the Citizens' Electric Street Railway Company in the City of Newburyport.

It appearing, after due notice and a hearing, that the railways of the two companies connect with each other; that a contract has been executed by each, in accordance with which the petitioner has been authorized to enter upon and use with its cars certain tracks of the Citizens' Electric Street Railway Company in the city of Newburyport; that a joint use of these tracks has been approved by the aldermen of said city, and is consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the authority granted to the Georgetown, Rowley & Ipswich Street Railway Company to operate its cars over the tracks of the Citizens' Electric Street Railway Company in the city of Newburyport, named

in the contract between the two companies, on condition that the operation of cars over the tracks subject to such joint use shall be governed by a time schedule and rules and regulations established under an agreement duly executed by the proper officers of both companies.

Attest :

WM. A. CRAFTS,
Clerk.

FEBRUARY 6, 1901.

Petition of the Milford, Attleborough & Woonsocket Street Railway Company for Approval of Authority to use Tracks of the Milford, Holliston & Framingham Street Railway Company in the Town of Milford.

It appearing, after due notice and a hearing, that the railways of the two companies connect with each other ; that a contract has been executed by each, in accordance with which the petitioner has been authorized to enter upon and use with its cars certain tracks of the Milford, Holliston & Framingham Street Railway Company in Main Street in the town of Milford, from the junction of Main and South Main streets to a point opposite the junction of South Bow Street and Main Street, that a joint use of these tracks has been approved by the selectmen of said town, and is consistent with the public interests — it is

Ordered, That the approval of the Board be hereby given to the authority granted to the Milford, Attleborough & Woonsocket Street Railway Company to operate its cars over the tracks of the Milford, Holliston and Framingham Street Railway Company in Main Street, in the town of Milford, from the junction of Main and South Main streets to a point opposite the junction of South Bow Street and Main Street, on condition that the operation of cars over the tracks subject to such joint use shall be governed by a time schedule and rules and regulations established under an agreement duly executed by the proper officers of both companies.

Attest :

WM. A. CRAFTS,
Clerk.

FEBRUARY 20, 1901.

Petition of the Citizens' Electric Street Railway Company for Approval of Authority to use Tracks of the Haverhill & Amesbury Street Railway Company in Certain Streets in the City of Newburyport and the Town of Amesbury.

It appearing, after due notice and a hearing, that the railways of the above-named companies connect with each other ; and that a joint

use of these tracks has been agreed upon between the companies and approved by the aldermen of said city and the selectmen of said town, and is consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the authority granted to the Citizens' Electric Street Railway Company to operate its cars over the tracks of the Haverhill & Amesbury Street Railway in Market Square, so called, and from Market Square on Merrimac Street to Winter Street, also on Liberty Street, in the city of Newburyport, and in Main Street from the junction of Sparhawk and Main streets to and in Market Square, so called, in the town of Amesbury, on condition that the operation of cars over the tracks subject to such joint use shall be governed by joint time schedule and rules and regulations duly established and published by these companies.

Attest :

WM. J. McCULLOUGH,

Assistant Clerk.

MAY 7, 1901.

Petition of the Haverhill & Amesbury Street Railway Company for Approval of Authority to use Tracks of the Citizens' Electric Street Railway Company in Certain Streets in the City of Newburyport and the Town of Amesbury.

It appearing, after due notice and a hearing, that the railways of the above-named companies connect with each other; and that a joint use of these tracks has been agreed upon between the companies and approved by the aldermen of said city and the selectmen of said town, and is consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the authority granted to the Haverhill & Amesbury Street Railway Company to operate its cars over the tracks of the Citizens' Electric Street Railway in Market Square, so called, and in Merrimac Street from said Market Square to the foot of Winter Street, in the city of Newburyport, and in Main Street from the junction of Sparhawk and Main streets to and in Market Square, so called, in the town of Amesbury, on condition that the operation of cars over the tracks subject to such joint use shall be governed by joint time schedule and rules and regulations duly established and published by these companies.

Attest :

WM. J. McCULLOUGH,

Assistant Clerk.

MAY 7, 1901.

Petition of Old Colony Street Railway Company for Approval of Authority to use Track of Blue Hill Street Railway Company in the Town of Stoughton.

It appearing, after due notice to all parties interested and a hearing, that the railways of the two companies connect with each other; that a contract has been executed, under the terms of which the petitioner has been authorized to enter upon and use with its cars a certain portion of the railway of the Blue Hill Street Railway Company upon Porter Street in the town of Stoughton; and that this use of said track has been approved by the selectmen of said town, and is consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the authority granted to the Old Colony Street Railway Company to operate its cars over the tracks of the Blue Hill Street Railway Company upon Porter Street in the town of Stoughton, in accordance with the terms of the above-named contract, a copy of which is on file in this office.

Attest: WM. A. CRAFTS,
Clerk.

JUNE 19, 1901.

Petition of the Milford, Holliston & Framingham Street Railway Company for Approval of Authority to use Tracks of the South Middlesex Street Railway Company.

It appearing, after notice to all parties interested and a hearing, that the railways of these companies connect with each other; that a contract has been executed, authorizing the petitioner to enter upon and use with its cars certain tracks of the South Middlesex Street Railway Company in the town of Framingham; and that such use has been approved by the selectmen of said town, and is consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the authority granted to the petitioner to operate its cars over the tracks of the South Middlesex Street Railway in the town of Framingham, from the terminus of the tracks of the petitioner to a point opposite the station of the Boston & Albany Railroad, in accordance with the terms of the above-named contract, a copy of which is on file with the petition, on condition that the operation of cars over the tracks subject to such use shall be governed by joint time schedule and rules and regulations duly established and published by these companies.

Attest: WM. A. CRAFTS,
Clerk.

JUNE 25, 1901.

Petition of the Worcester Consolidated Street Railway Company and the Worcester & Blackstone Valley Street Railway Company for Approval of Authority granted to Each to use the Track of the Other in the Town of Millbury.

It appearing, after notice to all parties interested and a hearing, that the railways of these companies connect with each other; that a contract has been executed, authorizing each company to enter upon and use with its cars the track of the other company in Main Street in the town of Millbury; and that such use has been approved by the selectmen of said town, and is consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the authority granted to each of the petitioning companies to operate its cars over the track of the other company upon Main Street in the town of Millbury, in accordance with the terms of the above-named contract and as shown upon a plan which, with the copy of such contract, is on file with the petition, on condition that the operation of cars over the tracks subject to such use shall be governed by joint time schedule and rules and regulations duly established and published by these companies.

Attest:

WM. A. CRAFTS,

Clerk.

JULY 8, 1901.

Petition of the Old Colony Street Railway Company and of the Union Street Railway Company for Approval of Authority for Certain Joint Use of Tracks.

It appearing, after notice to all parties interested and a hearing, that the railways of these companies connect with each other; that a contract has been executed, authorizing each of these companies to use certain tracks of the other company in the city of New Bedford; and that such use has been approved by the board of public works of said city, and is consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the authority granted to the Union Street Railway Company to enter upon and use the tracks of the Old Colony Street Railway Company in Acushnet Avenue between Lund's Corner and Ball's Corner, and the authority granted to the Old Colony Street Railway Company to enter upon and use the tracks of the Union Street Railway Company in Acushnet Avenue between Lund's Corner and Weld Street, Weld Street between Acushnet Avenue and Purchase Street, Purchase Street between Weld Street and Union Street, Williams Street between Sixth Street and

Second Street, Second Street between Union Street and Williams Street, Acushnet Avenue between Union Street and Williams Street, Sixth Street between Union Street and Williams Street, Fourth Street between Union Street and the turn-out near School Street, Beetle Street between Acushnet Avenue and North Front Street, and North Front Street between Beetle Street and Acushnet Avenue, in the city of New Bedford, in accordance with the terms of the above-named contract, a copy of which is on file with the petition, on condition that the operation of cars over the tracks subject to such use shall be governed by joint time schedule and rules and regulations duly established and published by these companies.

Attest :

WM. J. McCULLOUGH,

Assistant Clerk.

JULY 23, 1901.

Petition of the Middleborough, Wareham & Buzzard's Bay Street Railway Company and of the New Bedford & Onset Street Railway Company for Approval of Authority for Certain Joint Use of Tracks.

It appearing, after notice to all parties interested and a hearing, that the railways of these companies connect with each other; that a contract has been executed, authorizing each of these companies to use certain tracks of the other company in the town of Wareham; and that such use has been approved by the selectmen of said town, and is consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the authority granted to the Middleborough, Wareham & Buzzard's Bay Street Railway Company to enter upon and use the tracks of the New Bedford & Onset Street Railway Company in Main Street between the point of connection of said railways at Chapel Street and the car house of said New Bedford & Onset Street Railway Company, in the way leading to the Narrows Bridge and on said bridge between Main Street and the location of the New York, New Haven & Hartford Railroad Company, in the way acquired by said New Bedford & Onset Street Railway Company to avoid grade crossings with said railroad between the Narrows Bridge and Onset Junction station, including the highways crossed by said way, in the Onset Road and Onset Avenue, and South Boulevard between said Onset Junction station and the termination of the railway of the said New Bedford & Onset Street Railway near Point Independence Bridge, not including the spur track to the Onset Junction station, and the authority granted to the New Bedford & Onset Street Railway Company to enter upon and use the tracks of the Middleborough, Wareham & Buzzard's Bay Street Railway Company in South Boulevard on the

Point Independence Bridge and in the highway leading to the town of Bourne between the termination of the railway of said New Bedford & Onset Street Railway Company and the turn-out of the said Middleborough, Wareham & Buzzard's Bay Street Railway Company next east of the settlement known as Point Independence, in accordance with the terms of the above-named contract, a copy of which is on file with the petition, on condition that the operation of cars over the tracks subject to such use shall be governed by joint time schedule and rules and regulations duly established and published by these companies.

Attest :

WM. J. McCULLOUGH,

Assistant Clerk.

JULY 23, 1901.

Petition of the West End Street Railway Company, by its Attorney, the Boston Elevated Railway Company, and the Lynn & Boston Railroad Company (now the Boston & Northern Street Railway Company), for the Joint Use of Certain Tracks in the City of Malden.

After notice and a hearing, — it is

Ordered, That the agreement entered into by the West End Street Railway Company, by its attorney, the Boston Elevated Railway Company, and the Lynn & Boston Railroad Company, dated April 1, 1901, a copy of which is on file in this office, by which said companies are to have the joint use of the locations of said companies in Central Square, Main, Pleasant, Salem and Ferry streets in the city of Malden, be and the same is hereby approved; subject however, to all laws relating to the regulation of the use of said tracks and the operation of said railways.

Attest :

WM. A. CRAFTS,

Clerk.

JULY 31, 1901.

Petition of the Woburn & Boston and the Lowell & Boston Street Railway Companies for Joint Use of Tracks in the City of Woburn.

It appearing, after notice to all parties interested and a hearing, that the railways of these companies connect with each other; that a contract has been executed, authorizing the Lowell & Boston Street Railway Company to enter upon and use with its cars the tracks of the Woburn & Boston Street Railway Company in Pleasant Street in the city of Woburn, between the Boston & Maine Railroad and the junction of North Woburn Street with Pleasant Street and between that point and Nichols' Corner, so called; and that such use has been

approved by the mayor and aldermen of said city, and is consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the authority granted to the Lowell & Boston Street Railway Company to use the tracks of the Woburn & Boston Street Railway Company, in accordance with the terms of the above-named contract, a copy of which is on file with the petition, on condition that the operation of cars over the tracks subject to such use shall be governed by joint time schedule and rules and regulations duly established and published.

Attest:

WM. J. McCULLOUGH,
Assistant Clerk.

AUGUST 14, 1901.

Petition of the Lexington & Boston and of the Concord & Boston Street Railway Companies for Approval of an Operating Contract.

The railways of the petitioning companies connect with each other, and a contract agreed to by a majority of the directors and approved at meetings called for the purpose by the vote of a majority in interest of the stockholders of each company has been duly executed, according to which contract the Lexington & Boston Street Railway Company is to perform all the transportation upon and over the railway of the Concord & Boston Street Railway Company for a term of five years. As the terms of this agreement, a copy of which agreement is on file in this office, do not involve any decrease in facilities for travel or increase in rates of fare, and seem consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the terms of the contract above named.

Attest:

WM. J. McCULLOUGH,
Assistant Clerk.

OCTOBER 10, 1901.

Petition of the Bristol County Street Railway Company for Approval of Authority to use Tracks of the Old Colony Street Railway Company in the City of Taunton.

It appearing, after notice to all parties interested and a hearing, that the railways of these companies connect with each other; that a contract has been executed, authorizing the petitioner to enter upon and use with its cars the tracks of the Old Colony Street Railway Company in City Square and in Court, Oak, Washington, High and Cohannet streets in the city of Taunton; and that such use has been approved by the board of aldermen of said city, and is consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the authority granted to the Bristol County Street Railway Company to operate its cars over the tracks of the Old Colony Street Railway Company in the city of Taunton in the streets above named, in accordance with the terms of the above-named contract, a copy of which is on file with the petition, on condition that the operation of the cars over the tracks subject to such use shall be governed by joint time schedule and rules and regulations duly established and published.

Attest :

WM. J. McCULLOUGH,

Assistant Clerk.

OCTOBER 18, 1901.

Petition of the Exeter, Hampton & Amesbury Street Railway Company for Approval of Authority to use Tracks of the Citizens' Electric Street Railway Company.

It appearing, after notice to all parties interested and a hearing, that the railways of these companies connect with each other; that a contract has been executed, authorizing the petitioner to enter upon and use with its cars certain tracks of the Citizens' Electric Street Railway in Main Street in the town of Amesbury; and that such use has been approved by the selectmen of said town, and is consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the authority granted to the petitioner to operate its cars over the tracks of the Citizens' Electric Street Railway in Main Street in the town of Amesbury, between the terminal of the present tracks of the Amesbury & Hampton Street Railway, now leased and operated by the petitioner, and the junction of Main and Friend streets, in accordance with the terms of the above-named contract, a copy of which is on file with the petition, on condition that the operation of cars over the tracks subject to such use shall be governed by joint time schedule, rules and regulations duly established and published by these companies.

Attest :

WM. J. McCULLOUGH,

Assistant Clerk.

NOVEMBER 20, 1901.

Petition of William Odlin, Receiver of the Stoughton & Randolph Street Railway Company, for Approval of Authority to use Tracks of the Old Colony Street Railway Company.

It appearing, after notice to all parties interested and a hearing, that the railways of the above-named companies connect with each other; that a contract has been executed, authorizing the petitioner to enter upon and use with its cars the tracks of the Old Colony Street

Railway in North Main Street, from the junction of West Street and said North Main Street to Randolph Square in the town of Randolph ; and that such use has been approved by the selectmen of said town, and is consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the authority granted to the petitioner to operate its cars over the tracks of the Old Colony Street Railway Company under the above-named contract, a copy of which is on file with this petition, on condition that the operation of cars over the tracks subject to such use shall be governed by joint time schedule and rules and regulations duly established and published by these companies.

Attest : WM. A. CRAFTS,
Clerk.

DECEMBER 18, 1901.

EXTENSIONS OF FRANCHISE.

Application of the Hoosac Valley Street Railway Company for Authority to extend its Railway into the Town of Cheshire.

It appearing, after public notice and a hearing, that said company has been duly authorized to construct, maintain and operate a street railway in the city of North Adams and the town of Adams, and that it has constructed and is now operating its railway therein; and that the extension of such railway into the adjoining town of Cheshire may promote the convenience of public travel and be for the public interest, —

The Board hereby certify that in their opinion the public convenience requires a grant of authority for the extension of the railway of the Hoosac Valley Street Railway Company into the town of Cheshire, subject to the provisions of all general laws relating to the location, construction and operation of street railways.

Attest: WM. A. CRAFTS,
Clerk.

MARCH 4, 1901.

Application of the Hoosac Valley Street Railway Company for Authority to extend its Railway into the Town of Clarksburg.

It appearing, after public notice and a hearing, that said company has been duly authorized to construct, maintain and operate a street railway in the city of North Adams and the town of Adams, and that it has constructed and is now operating its railway therein; and that the extension of such railway into the adjoining town of Clarksburg may promote the convenience of public travel and be for the public interest, —

The Board hereby certify that in their opinion the public convenience requires a grant of authority for the extension of the railway of the Hoosac Valley Street Railway Company into the town of Clarksburg, subject to the provisions of all general laws relating to the location, construction and operation of street railways.

Attest: WM. A. CRAFTS,
Clerk.

MARCH 4, 1901.

Application of the Middleton & Danvers Street Railway Company for a Certificate of Authority to extend its Railway into the Towns of Peabody, North Andover and North Reading.

It appearing, after due notice to all parties interested and a hearing, that the petitioner has been duly authorized to construct, maintain and operate a street railway in the towns of Middleton and Danvers, and that it has constructed its railway in the town of Danvers and in part in the town of Middleton; and that the extension of such railway into the adjoining towns named in the petition may promote the convenience of public travel and be for the public interest, — it is

Ordered, That the Board hereby certify that in their opinion the public convenience requires a grant of authority for the extension of the railway of the Middleton & Danvers Street Railway Company into the towns of Peabody, North Andover and North Reading, subject to the provisions of all general laws relating to the location, construction and operation of street railways.

Attest: WM. A. CRAFTS,

Clerk.

JUNE 20, 1901.

Application of the Concord & Boston Street Railway Company for a Certificate of Authority to extend its Railway into the Town of Belmont.

It appearing, after due notice to all parties interested and a hearing, that the company has been duly authorized to construct, maintain and operate a street railway in the city of Waltham, and that it has constructed and is now operating its railway therein; and that the extension of such railway into the adjoining town of Belmont may promote the convenience of public travel and be for the public interest, —

The Board hereby certify that in their opinion the public convenience requires a grant of authority for the extension of the railway of the Concord & Boston Street Railway Company into the town of Belmont, subject to the provisions of all general laws relating to the location, construction and operation of street railways.

For the Board, WM. A. CRAFTS,

Clerk.

OCTOBER 18, 1901.

Application of the Worcester & Southbridge Street Railway Company for a Certificate of Authority to extend its Railway into the Towns of Leicester and Auburn.

It appearing, after due notice to all parties interested and a hearing, that the company has been duly authorized to construct, maintain and operate a street railway in the town of Oxford, and that it has constructed and is now operating its railway therein; and that the extension of such railway into the adjoining towns of Leicester and Auburn may promote the convenience of public travel and be for the public interest, —

The Board hereby certify that in their opinion the public convenience requires a grant of authority for the extension of the railway of the Worcester & Southbridge Street Railway Company into the towns of Leicester and Auburn, subject to the provisions of all general laws relating to the location, construction and operation of street railways.

For the Board,

WM. A. CRAFTS,

Clerk.

OCTOBER 18, 1901.

Application of the Waltham Street Railway Company for a Certificate of Authority to extend its Railway into the Town of Weston.

It appearing, after due notice to all parties interested, and a hearing, that the petitioner is duly authorized to construct, maintain and operate a street railway in the city of Waltham, and that it has constructed its railway therein; and that a grant of right to apply for a location of the tracks of its railway in the adjoining town of Weston is consistent with the public interests, —

The Board hereby certify that in their opinion the public convenience requires a grant of authority for the extension of the railway of the petitioner into the town of Weston, subject to the provisions of law relating to the location, construction and operation of street railways.

For the Board,

WM. J. McCULLOUGH,

Assistant Clerk.

OCTOBER 25, 1901.

Application of the Waltham Street Railway Company for a Certificate of Authority to extend its Railway into the City of Newton.

The petitioner, under its certificate of incorporation, was authorized to build and operate a street railway in the cities of Newton and Waltham. A location for the tracks of its railway was duly granted in the city of Waltham, and it has constructed its railway therein, but

its petition for a location in the city of Newton was denied. The petitioner brings this proceeding under the provisions of chapter 501, Acts of 1896; but, as the city of Newton is not a city "adjoining those cities and towns in which said street railway company was empowered to build and operate its road," it is evident that this statute does not apply. Accordingly it is, —

Ordered, That the petition be dismissed.

Attest : WM. A. CRAFTS,
Clerk.

OCTOBER 31, 1901.

Application of the Waltham Street Railway Company for a Certificate of Authority to extend its Railway into the Town of Wellesley.

It appearing, after due notice to all parties interested and a hearing, that the petitioner is duly authorized to construct, maintain and operate a street railway in the city of Waltham, where it has constructed its railway, and that it was also duly empowered to build and operate its railway in the city of Newton; and that a grant of a right to apply for a location of the tracks of its railway in the adjoining town of Wellesley is consistent with the public interests, —

The Board hereby certify that in their opinion the public convenience requires a grant of authority for the extension of the railway of the petitioner into the town of Wellesley, subject to the provisions of law relating to the location, construction and operation of street railways.

For the Board, WM. A. CRAFTS,
Clerk.

OCTOBER 31, 1901.

Application of the Berkshire Street Railway Company for a Certificate of Authority to extend its Railway into the Town of Hancock.

It appearing, after due notice to all parties interested and a hearing, that the petitioner is duly authorized to construct, maintain and operate a street railway in the city of Pittsfield, and that it has constructed its railway therein; and that a grant of a right to apply for a location of the tracks of its railway in the adjoining town of Hancock is consistent with the public interests, —

The Board hereby certify that in their opinion the public convenience requires a grant of authority for the extension of the railway of the petitioner into the town of Hancock, subject to the provisions of law relating to the location, construction and operation of street railways.

For the Board, WM. A. CRAFTS,
Clerk.

OCTOBER 31, 1901.

Petition of the Gardner, Westminster & Fitchburg Street Railway Company for Certificate authorizing the Extension of its Railway into the Town of Leominster.

It appearing, after due notice to all parties interested and a hearing, that the petitioner has been duly authorized to construct, maintain and operate a street railway within the towns of Gardner and Westminster and in the city of Fitchburg, and that it has constructed and is now operating its railway therein; and that the extension of such railway into the town of Leominster, which adjoins the city of Fitchburg, may promote the convenience of travel and is not inconsistent with the public interests, — it is

Ordered, That the Board hereby certify that in their opinion the public convenience requires a grant of authority for the extension of the railway of the petitioner into the town of Leominster, subject to the provisions of law relating to the location, construction and operation of street railways.

For the Board,

WM. J. McCULLOUGH,

Assistant Clerk.

DECEMBER 27, 1901.

ISSUES OF STOCK AND BONDS.*

Petition of the Boston & Albany Railroad Company for the Approval by the Board of an Issue of Bonds to the Amount of \$2,500,000, under, and for the Purpose of carrying out the Provisions of the Lease of its Railroad to the New York Central & Hudson River Railroad Company.

It appearing, after public notice and a hearing and such further investigation as was deemed requisite, that an issue of bonds to the amount of \$2,500,000 has been duly authorized, and that such issue of bonds is lawful and consistent with the public interests and is reasonably requisite for the purposes for which such issue is authorized, — it is

Ordered, That the approval of the Board be hereby given to an issue of bonds by the Boston & Albany Railroad Company to an amount not exceeding at par value \$2,500,000 ; said bonds to bear date January 1, 1901 ; to be payable in fifty years from that day, and to bear interest at the rate of $3\frac{1}{2}$ per cent per annum ; the proceeds of said bonds to be applied only to the necessary cost of extending, enlarging, improving and developing the terminal facilities of the petitioner in that part of Boston called East Boston and upon the Grand Junction Railroad from its connection with the main line at Cottage Farm to the wharves and warehouses of the petitioner at East Boston, as follows : —

1. The proceeds of bonds not exceeding at par value \$1,200,000 are to be applied to the necessary cost of construction of a proposed grain elevator.

2. The proceeds of bonds not exceeding at par value \$550,000 are to be applied to the necessary cost of construction of a proposed storage warehouse.

3. The proceeds of bonds not exceeding at par value \$250,000 are to be applied to certain other permanent improvements in the terminal facilities at East Boston, described in the memorandum accompanying this petition and upon file in this office.

4. The proceeds of bonds not exceeding at par value \$500,000 are to be applied to the necessary cost incurred in connection with im-

* Issues of stock in connection with consolidations will be found under "Consolidations."

provements upon the Grand Junction Railroad from the main line at Cottage Farm to the docks at East Boston.

The foregoing permanent additions and improvements are to be made under the lease of the Boston & Albany Railroad to the New York Central & Hudson River Railroad Company, dated November 15, 1899, pursuant to the provisions of section 6, chapter 468, Acts of 1900; and any excess in the proceeds of said bonds over and above the amounts required for the foregoing purposes shall be applied to the payment of the necessary cost of other permanent improvements upon and additions to the terminal property of the Boston & Albany Railroad Company in East Boston and the Grand Junction Railroad, pursuant to said statute.

Nothing contained in this order is to be construed as indicating an approval of any particular plan or method for the elimination of grade crossings at East Boston.

Attest:

WM. A. CRAFTS,

JANUARY 1, 1901.

Clerk.

Petition of the Milford, Attleborough & Woonsocket Street Railway Company for the Approval of an Issue of Capital Stock to the Amount of \$50,000, in Addition to its Present Authorized and Outstanding Capital of \$200,000.

It appearing, after public notice and a hearing and upon an examination of the assets and liabilities of the petitioner, that an issue of additional capital stock to the amount of \$50,000 has been duly authorized by vote of stockholders; that the proposed issue of stock is for a lawful purpose and is consistent with the public interests; and that an increase in capital stock to an amount which shall realize \$50,000 is reasonably requisite and necessary for the purpose for which the same is authorized, and to enable the petitioner to carry out such purpose in good faith, — it is

Ordered, That the approval of the Board be hereby given to an increase of the capital stock of the Milford, Attleborough & Woonsocket Street Railway Company by the issue of additional shares, not exceeding 500 in number, amounting at par value to \$50,000, the proceeds of said stock to be applied only toward the payment and capitalization of floating indebtedness of said company incurred in the necessary cost of construction and equipment of its railway or of the purchase of real and personal estate required for its operation.

And it is determined, That the value of the new shares of stock at which such shares shall be offered proportionately to stockholders, pursuant to law, is \$100 per share.

Attest:

WM. A. CRAFTS,

JANUARY 2, 1901.

Clerk.

Petition of the Newton & Boston Street Railway Company for the Approval under the Provisions of Chapter 462, Acts of 1894, of an Issue of Mortgage Bonds in Accordance with the Authority granted to it in Chapter 145, Acts of 1892, and Chapter 420, Acts of 1893.

It appearing, after public notice and a hearing and upon investigation, that an issue of mortgage bonds to the amount of \$75,000 has been duly authorized by the vote of the stockholders of the company, is consistent with the public interest and is reasonably requisite for the purpose for which it is to be made; that, with the proposed issue, the outstanding securities of said company will not exceed the amount of its capital stock actually paid in cash, — it is

Ordered, That the approval of the Board be hereby given to an issue by the Newton & Boston Street Railway Company of coupon or registered mortgage bonds to an amount not exceeding at par value \$75,000, said bonds to be payable twenty years from the date thereof and to bear interest at a rate not exceeding 5 per cent per annum, and to be secured by a mortgage of the railway, equipments, franchises and other real and personal property of the company.

The proceeds of said bonds are to be applied only to the funding of the floating indebtedness of said company incurred in the necessary cost of construction and equipment of its railway and the purchase of real and personal estate necessary for its operation. Any excess in the proceeds of said bonds over and above the amount required for the purpose aforesaid shall be applied to the payment for permanent improvements and additions to the railway property.

Attest: WM. A. CRAFTS,

Clerk.

JANUARY 18, 1901.

Petition of the Marlborough & Westborough Street Railway Company for the Approval of an Issue of Original Capital Stock.

It appearing, after public notice and a hearing, that said company has been duly incorporated under the provisions of chapter 430, Acts of 1896, with an authorized capital stock of \$100,000; that said capital stock has been duly subscribed; that the proposed issue is for a lawful purpose and is consistent with the public interests, and, to the amount of \$100,000, is reasonably requisite and necessary for the purpose for which the same is authorized and to enable the petitioner to carry out such purpose in good faith, — it is

Ordered, That the approval of the Board be hereby given to an issue by the Marlborough & Westborough Street Railway Company of

shares of capital stock not exceeding 1,000 in number, amounting at par value to \$100,000, the proceeds of such shares to be applied only toward the payment and capitalization of the necessary cost of building and equipping its street railway upon locations duly granted to it.

Said shares are to be issued to the subscribers to the capital stock of said company or their assigns upon the full payment of the par value thereof in cash, and no shares are to be issued until the whole amount of the capital stock as above fixed has been actually paid in cash.

Attest:

WM. A. CRAFTS,

Clerk.

JANUARY 24, 1901.

Petition of the Westborough & Worcester Street Railway Company for the Approval of an Issue of Original Capital Stock.

It appearing, after public notice and a hearing, that said company has been duly incorporated under the general law with an authorized capital stock of \$60,000; that said capital stock has been duly subscribed; that the proposed issue is for a lawful purpose and is consistent with the public interests, and, to the amount of \$60,000, is reasonably requisite and necessary for the purpose for which the same is authorized and to enable the petitioner to carry out such purpose in good faith, — it is

Ordered, That the approval of the Board be hereby given to an issue by the Westborough & Worcester Street Railway Company of shares of capital stock not exceeding 600 in number, amounting at par value to \$60,000, the proceeds of such shares to be applied only toward the payment and capitalization of the necessary cost of building and equipping its street railway upon locations duly granted to it.

Said shares are to be issued to the subscribers to the capital stock of said company or their assigns upon the full payment of the par value thereof in cash, and no shares are to be issued until the whole amount of the capital stock as above fixed has been actually paid in cash.

Attest:

WM. A. CRAFTS,

Clerk.

JANUARY 24, 1901.

Petition of the Fitchburg & Leominster Street Railway Company for the Approval of an Issue of Mortgage Bonds.

It appearing, after public notice and a hearing, and upon an examination of the assets and liabilities of the petitioner, and after such further investigation as was deemed desirable, that an issue of mort-

gage bonds to the amount of \$150,000 has been duly authorized by vote of the stockholders; that the proposed issue of bonds is for a lawful purpose and is consistent with the public interests; that the value of the constructed tracks, equipments and other real and personal property of the company, taken at a fair value for railway purposes and excluding the value of the franchise, exceeds the amount of its outstanding capital stock and its debt; that an issue of bonds to the amount of \$150,000 is reasonably requisite for the purpose for which such issue is authorized; and that with this proposed issue the outstanding securities of said company will not exceed the amount of its capital stock actually paid in cash, — it is

Ordered, That the approval of the Board be hereby given to an issue by the Fitchburg & Leominster Street Railway Company of coupon or registered bonds to an amount not exceeding at par value \$150,000, to be payable in twenty years from the date thereof and to bear interest at the rate of $4\frac{1}{2}$ per cent per annum, and to be secured by a mortgage of the railway equipment, franchise and other real and personal property of the company, said mortgage to be subject only to a certain pre-existing mortgage now outstanding as security for certain bonds, the issue of which was duly approved by the Board under its order dated February 5, 1897.

The proceeds of said bonds are to be applied only to the payment and funding of the floating indebtedness of the company incurred in the necessary cost of construction and equipment of its railway and the purchase of real and personal property necessary for the operation thereof. Any excess in the proceeds of said bonds over and above the amount required for the purpose aforesaid which may be derived from premiums shall be applied to the payment for permanent improvements and additions to the street railway property.

Attest:

WM. A. CRAFTS,

Clerk.

JANUARY 25, 1901.

Petition of the Bristol County Street Railway Company for the Approval of an Issue of Mortgage Bonds.

It appearing, after public notice and a hearing and upon an examination of the assets and liabilities of the petitioner, and after such further investigation as was deemed desirable, that an issue of mortgage bonds to the amount of \$120,000 has been duly authorized by vote of the stockholders; that the proposed issue of bonds is for a lawful purpose and is consistent with the public interests; that the value of the constructed tracks, equipments and other real and personal property of the company, taken at a fair value for railway purposes and excluding the value of the franchise, at least equals the

amount of its outstanding capital stock and its debt; that an issue of bonds to the amount of \$120,000 is reasonably requisite for the purpose for which such issue is authorized; and that with this proposed issue the outstanding securities of the company will not exceed the amount of its capital stock actually paid in cash, — it is

Ordered, That the approval of the Board be hereby given to an issue by the Bristol County Street Railway Company of coupon or registered bonds to an amount not exceeding at par value \$120,000, to be payable in twenty years from the date thereof and to bear interest at the rate of 5 per cent per annum, and to be secured by a mortgage of the railway, equipment, franchise and other real and personal property of the company.

The proceeds of said bonds are to be applied only to the payment and funding of the floating indebtedness of the company incurred in the necessary cost of construction and equipment of its railway and the purchase of real and personal property required for the operation thereof. Any excess in the proceeds of said bonds over and above the amount required for the purpose aforesaid which may be derived from premiums shall be applied to the payment for permanent improvements and additions to the street railway property.

Attest:

WM. A. CRAFTS,

Clerk.

FEBRUARY 4, 1901.

Petition of the Beverly & Danvers Street Railway Company for the Approval of an Issue of Capital Stock to the Amount of \$25,000, in Addition to its Present Authorized and Outstanding Capital of \$12,000.

It appearing, after public notice and a hearing and upon an examination of the assets and liabilities of the petitioner, that an issue of additional capital stock to the amount of \$25,000 has been duly authorized by vote of stockholders; that the proposed issue of stock is for a lawful purpose and is consistent with the public interests; and that an increase in capital stock to an amount which shall realize \$24,000 is reasonably requisite and necessary for the purpose for which the same is authorized and to enable the petitioner to carry out such purpose in good faith, — it is

Ordered, That the approval of the Board be hereby given to an increase of the capital stock of the Beverly & Danvers Street Railway Company by the issue of additional shares not exceeding 240 in number, amounting at par value to \$24,000, the proceeds of said stock to be applied only toward the payment of certain indebtedness of the company now outstanding in the form of coupon notes.

And it is determined, That the value of the new shares of stock at which such shares shall be offered proportionately to stockholders, pursuant to law, is one hundred dollars per share.

Attest: WM. A. CRAFTS,
Clerk.

FEBRUARY 5, 1901.

*Petition of the Natick & Needham Street Railway Company for the
Approval of an Issue of Mortgage Bonds.*

It appearing, after public notice and a hearing and upon an examination of the assets and liabilities of the petitioner, and after such further investigation as was deemed desirable, that an issue of mortgage bonds to the amount of \$50,000 has been duly authorized by vote of the stockholders; that the proposed issue of bonds is for a lawful purpose and is consistent with the public interests; that the value of the constructed tracks, equipments and other real and personal property of the company, taken at a fair value for railway purposes and excluding the value of the franchise, at least equals the amount of its outstanding capital stock and its debt; that an issue of bonds to the amount of \$50,000 is reasonably requisite for the purpose for which such issue is authorized; and that with this proposed issue the outstanding securities of said company will not exceed the amount of its capital stock actually paid in cash, — it is

Ordered, That the approval of the Board be hereby given to an issue by the Natick & Needham Street Railway Company of coupon or registered bonds to an amount not exceeding at par value \$50,000 to be payable twenty years from the date thereof and to bear interest at the rate of five per cent per annum, and to be secured by a mortgage of the railway, equipment, franchise and other real and personal property of the company.

The proceeds of said bonds shall be applied only to the payment and funding of the floating indebtedness of the company incurred in the necessary cost of construction and equipment of its railway and the purchase of real and personal property requisite for the operation thereof. Any excess in the proceeds of said bonds over and above the amount required for the purpose aforesaid which may be derived from premiums shall be applied to the payment for permanent improvements and additions to the street railway property.

Attest: WM. A. CRAFTS,
Clerk.

FEBRUARY 5, 1901.

Petition of the Lawrence & Reading Street Railway Company for the Approval of an Issue of Mortgage Bonds.

It appearing, after public notice and a hearing and upon an examination of the assets and liabilities of the petitioner, and after such further investigation as was deemed desirable, that an issue of mortgage bonds to the amount of \$107,000 has been duly authorized by vote of the stockholders; that the proposed issue of bonds is for a lawful purpose and is consistent with the public interests; that the value of the constructed tracks, equipments and other real and personal property of the company, taken at a fair value for railway purposes and excluding the value of the franchise, at least equals the amount of its outstanding capital stock and its debt; that an issue of bonds to the amount of \$107,000 is reasonably requisite for the purpose for which such issue is authorized; and that with this proposed issue the outstanding securities of said company will not exceed the amount of its capital stock actually paid in cash, — it is

Ordered, That the approval of the Board be hereby given to an issue by the Lawrence & Reading Street Railway Company of coupon or registered bonds to an amount not exceeding at par value \$107,000, to be payable twenty years from the date thereof, to bear interest at a rate not to exceed five per cent per annum, and to be secured by a mortgage of the railway, equipment, franchise and other real and personal property of the company.

The proceeds of said bonds shall be applied only to the payment and funding of the floating indebtedness of the company incurred in the necessary cost of construction and equipment of its railway and the purchase of real and personal property requisite for the operation thereof. Any excess in the proceeds of said bonds over and above the amount required for the purpose aforesaid which may be derived from premiums shall be applied to the payment for permanent improvements and additions to the street railway property.

Attest:

WM. A. CRAFTS,

Clerk.

MARCH 22, 1901.

Petition of the Northampton & Amherst Street Railway Company for Approval of an Issue of Capital Stock to the Amount of \$100,000, in Addition to its Present Authorized and Outstanding Capital Stock.

It appearing, after public notice and a hearing and upon an examination of the assets and liabilities of the petitioner, that an issue of additional capital stock to the amount of \$100,000 has been duly au-

thorized by vote of stockholders ; that the proposed issue of stock is for a lawful purpose and is consistent with the public interests ; and that an increase in capital stock to an amount which shall realize \$100,000 is reasonably requisite and necessary for the purpose for which the same is authorized and to enable the petitioner to carry out such purpose in good faith, — it is

Ordered, That the approval of the Board be hereby given to an increase of the capital stock of the Northampton & Amherst Street Railway Company by the issue of additional shares not exceeding 1,000 in number, amounting at par value to \$100,000, the proceeds of said stock to be applied only toward the payment and capitalization of floating indebtedness of the company incurred in the necessary cost of construction and equipment of its railway in Northampton and in the town of Hatfield and of the bridge over the Connecticut River between Northampton and Hadley, or of the purchase of real and personal estate required for the operation of the railway.

And it is determined, That the value of the new shares of stock at which such shares shall be offered proportionately to stockholders, pursuant to law, is one hundred dollars per share.

Attest :

WM. A. CRAFTS,

Clerk.

APRIL 1, 1901.

Petition of the Palmer & Monson Street Railway Company for Approval of an Issue of Mortgage Bonds.

It appearing, after due notice and several hearings and after an examination of the assets and liabilities of the company, that in the opinion of the Board the value of the constructed tracks, equipments and other real and personal property of the company, taken at a fair value for railway purposes and excluding the value of the franchise, does not equal the amount of the capital stock outstanding and the debt, — it is

Ordered, That the petition be dismissed.

Attest :

WM. A. CRAFTS,

Clerk.

MAY 2, 1901.

Petition of the Northampton & Amherst Street Railway Company for Approval of an Issue of Mortgage Bonds.

It appearing, after public notice and a hearing and upon an examination of the assets and liabilities of the petitioner, and after such further investigation as was deemed desirable, that an issue of mortgage bonds to the amount of \$100,000 has been duly authorized by vote of the stockholders ; that the proposed issue of bonds is for a

lawful purpose and is consistent with the public interests; that the value of the constructed tracks, equipments and other real and personal property of the company, taken at a fair value for railway purposes and excluding the value of the franchise, at least equals the amount of its outstanding capital stock and its debt; that an issue of bonds to the amount of \$100,000 is reasonably requisite for the purpose for which such issue is authorized; and that with this proposed issue the outstanding securities of said company will not exceed the amount of its capital stock actually paid in cash, — it is

Ordered, That the approval of the Board be hereby given to an issue by the Northampton & Amherst Street Railway Company of coupon or registered bonds to an amount not exceeding at par value \$100,000, to be payable twenty years from the date thereof, to bear interest at the rate of five per cent per annum and to be secured by a mortgage of the railway, equipment, franchise and other real and personal property of the company.

The proceeds of said bonds shall be applied only to the payment and funding of the floating indebtedness of the company incurred in the necessary cost of construction and equipment of its railway and the purchase of real and personal property requisite for the operation thereof.. Any excess in the proceeds of said bonds over and above the amount required for the purpose aforesaid which may be derived from premiums shall be applied to the payment for permanent improvements and additions to the street railway property.

Attest:

WM. A. CRAFTS,

Clerk.

JUNE 4, 1901.

Petition of the Lowell & Boston Street Railway Company for the Approval of an Issue of Original Capital Stock.

It appearing, after due notice to parties in interest and a hearing, that said company has been duly incorporated under the general law with an authorized capital stock of \$90,000; that said capital stock has been duly subscribed; that the proposed issue is for a lawful purpose and is consistent with the public interests, and, to the amount of \$90,000, is reasonably requisite and necessary for the purpose for which the same is authorized and to enable the petitioner to carry out such purpose in good faith, — it is

Ordered, That the approval of the Board be hereby given to an issue by the Lowell & Boston Street Railway Company of shares of capital stock not exceeding 900 in number, amounting at par value to \$90,000, the proceeds of such shares to be applied only toward the payment and capitalization of the necessary cost of building and equipping its street railway upon locations duly granted to it.

Said shares are to be issued to the subscribers to the capital stock of said company or their assigns upon the full payment of the par value thereof in cash, and no shares are to be issued until the whole amount of the capital stock as above fixed has been actually paid in cash.

Attest: WM. A. CRAFTS,
Clerk.

JUNE 7, 1901.

Petition of the Worcester Consolidated Street Railway Company for Approval of an Issue of Capital Stock to the Amount of \$1,675,000, in Addition to its Present Authorized and Outstanding Capital Stock of \$2,129,400.

It appearing, after due notice to all parties interested and a hearing, and upon an examination of the assets and liabilities of the petitioner, that an issue of additional capital stock to the amount of \$1,675,000 has been duly authorized by vote of stockholders; that the proposed issue of stock is for a lawful purpose and is consistent with the public interests; and that an increase in capital stock to an amount which shall realize \$1,647,896 is reasonably requisite and necessary for the purposes for which the same is authorized and to enable the petitioner to carry out such purposes in good faith, — it is

Ordered, That the approval of the Board be hereby given to an increase of the capital stock of the Worcester Consolidated Street Railway Company by the issue of additional shares not exceeding 14,206 in number, amounting at par value to \$1,420,600, the proceeds of said stock to be applied only to the following purposes: —

The proceeds of shares not exceeding 7,386 in number, amounting at par value to \$738,600, are to be applied only toward the payment and capitalization of floating indebtedness of the petitioners incurred in the necessary cost of construction and equipment of its railway or of the purchase of real and personal estate required for its operation.

The proceeds of shares not exceeding 3,000 in number, amounting at par value to \$300,000, are to be applied to the payment and capitalization of certain outstanding mortgage bonds issued by the Worcester & Suburban and the Leominster & Clinton Street Railway companies, and assumed by the petitioner in connection with the purchase of the property and franchises of the said companies.

The proceeds of shares not exceeding 3,820 in number, amounting at par value to \$382,000, are to be applied only to the payment and capitalization of the necessary cost of constructing and equipping certain extensions of the railway of the petitioner upon locations granted to it in the city of Worcester and of additional equipment as described in the written statement accompanying this petition.

And it is determined, That the value of the new shares of stock at which such shares shall be offered proportionately to stockholders, pursuant to law, is one hundred and sixteen dollars per share.

It appearing that no issue of capital stock has been made under the order of the Board dated December 28, 1899, with the consent of the petitioner the authority for such issue is hereby withdrawn and the order above named rescinded, the purpose of that issue being covered by the issue herein authorized.

Attest:

WM. A. CRAFTS,

Clerk.

JUNE 18, 1901.

Petition of the Woburn & Boston Street Railway Company for Approval of an Issue of Original Capital Stock.

It appearing, after due notice to all parties interested and a hearing, that said company has been duly incorporated under the general law with an authorized capital stock of \$75,000; that said capital stock has been duly subscribed; that the proposed issue is for a lawful purpose and is consistent with the public interests, and, to the amount of \$75,000, is reasonably requisite and necessary for the purpose for which the same is authorized and to enable the petitioner to carry out such purpose in good faith, — it is

Ordered, That the approval of the Board be hereby given to an issue by the Woburn & Boston Street Railway Company of shares of capital stock not exceeding 750 in number, amounting at par value to \$75,000, the proceeds of such shares to be applied only toward the payment and capitalization of the necessary cost of building and equipping its street railway upon locations duly granted to it.

Said shares are to be issued to the subscribers to the capital stock of said company or their assigns upon the full payment of the par value thereof in cash, and no shares are to be issued until the whole amount of the capital stock as above fixed has been actually paid in cash.

Attest:

WM. A. CRAFTS,

Clerk.

JUNE 20, 1901.

Petition of the Amesbury & Hampton Street Railway Company for Approval of an Issue of Capital Stock to the Amount of \$50,000, in Addition to its Present Authorized and Outstanding Capital Stock of \$50,000.

It appearing, after due notice to all parties interested and a hearing, and upon an examination of the assets and liabilities of the petitioner, that an issue of additional capital stock to the amount of

\$50,000 has been duly authorized by vote of stockholders; that the proposed issue of stock is for a lawful purpose and is consistent with the public interests; and that an increase in capital stock to an amount which shall realize \$50,000 is reasonably requisite and necessary for the purpose for which the same is authorized and to enable the petitioner to carry out such purpose in good faith, — it is

Ordered, That the approval of the Board be hereby given to an increase of the capital stock of the Amesbury and Hampton Street Railway Company by the issue of additional shares not exceeding 500 in number, amounting at par value to \$50,000, the proceeds of said stock to be applied only toward the payment and capitalization of the necessary cost of permanent additions to and improvements in the railway of the petitioner, namely, the construction of certain road bed and track and overhead system described in the written statement on file with the petition.

And it is determined, That the value of the new shares of stock at which such shares shall be offered proportionately to stockholders, pursuant to law, is one hundred dollars per share.

Attest:

WM. A. CRAFTS,

Clerk.

JUNE 24, 1901.

Application of the Boston & Maine Railroad under Statute providing for Sale of Stock at Auction.

Upon the application of the Boston & Maine Railroad relative to the sale at auction of 2,709 shares of the capital stock of said corporation, which shares, with others to the number of 17,352, were authorized under the provisions of chapter 424 of the Acts of 1900, and the order of this Board, dated February 27, 1901, to be issued; and the same were offered to the stockholders of the corporation, as provided by law; and the value of said shares was fixed at \$190; and it appearing that there remained unsubscribed for by the stockholders entitled to take them 2,709 shares of said stock, — it is

Ordered, That the said 2,709 shares remaining unsubscribed for as aforesaid be offered for sale at public auction in the city of Boston to the highest bidder for cash; and that the Boston "Daily Advertiser," the Boston "Herald" or the Boston "Journal" and the Boston "Evening Transcript" are prescribed as the daily newspapers in which, severally, notice of the time and place of such sale shall be published at least five times during the ten days immediately preceding the sale.

Attest:

WM. A. CRAFTS,

Clerk.

JUNE 27, 1901.

Petition of the Lexington & Boston Street Railway Company for Approval of an Issue of Capital Stock to the Amount of \$100,000, in Addition to its Present Authorized and Outstanding Capital Stock of \$350,000.

It appearing, after due notice to all parties interested and a hearing, and upon an examination of the assets and liabilities of the petitioner, that an issue of additional capital stock to the amount of \$100,000 has been duly authorized by vote of stockholders; that the proposed issue of stock is for lawful purposes and is consistent with the public interests; and that an increase in capital stock to an amount which shall realize \$100,000 is reasonably requisite and necessary for the purposes for which the same is authorized and to enable the petitioner to carry out such purposes in good faith, — it is

Ordered, That the approval of the Board be hereby given to an increase of the capital stock of the Lexington & Boston Street Railway Company by the issue of additional shares not exceeding 1,000 in number, amounting at par value to \$100,000, the proceeds of said stock to be applied only as follows: —

1. The proceeds of shares not exceeding 430 in number, amounting at par value to \$43,000, shall be applied only toward the payment and capitalization of floating indebtedness of the company incurred in the necessary cost of construction and equipment of its railway.

2. The proceeds of shares not exceeding 570 in number, amounting at par value to \$57,000, shall be applied toward the payment and capitalization of the necessary cost of the proposed permanent additions to and improvements in the railway of the petitioner named in the petition and in the statement of estimated cost, on file with the petition.

And it is determined, That the value of the new shares of stock at which such shares shall be offered proportionately to stockholders, pursuant to law, is one hundred dollars per share.

Attest: Wm. A. CRAFTS,

Clerk.

JUNE 27, 1901.

Petition of the Lexington & Boston Street Railway Company for Approval of an Issue of Mortgage Bonds.

It appearing, after public notice and a hearing and upon an examination of the assets and liabilities of the petitioner, and after such further investigation as was deemed desirable, that an issue of mortgage bonds to the amount of \$100,000 has been duly authorized by vote of the stockholders; that the proposed issue of bonds is for a

lawful purpose and is consistent with the public interests; that the value of the constructed tracks, equipments and other real and personal property of the company, taken at a fair value for railway purposes and excluding the value of the franchise, exceeds the amount of its outstanding capital stock and its debt; that an issue of bonds to the amount of \$100,000 is reasonably requisite for the purpose for which such issue is authorized; and that with this proposed issue the outstanding securities of said company will not exceed the amount of its capital stock actually paid in cash, — it is

Ordered, That the approval of the Board be hereby given to an issue by the Lexington & Boston Street Railway Company of coupon or registered bonds to an amount not exceeding at par value \$100,000, to be payable twenty years from the date thereof, to bear interest at the rate of five per cent per annum, and to be secured by a mortgage of the railway, equipment, franchise and other real and personal property of the company.

The proceeds of said bonds shall be applied only to the payment and funding of the floating indebtedness of the company incurred in the necessary cost of construction and equipment of its railway and the purchase of real and personal property requisite for the operation thereof. Any excess in the proceeds of said bonds over and above the amount required for the purpose aforesaid which may be derived from premiums shall be applied to the payment for permanent improvements and additions to the street railway property.

Attest:

WM. A. CRAFTS,

Clerk.

JUNE 27, 1901.

Petition of the Milford, Attleborough & Woonsocket Street Railway Company for Approval of an Issue of Mortgage Bonds.

It appearing, after public notice and a hearing and upon an examination of the assets and liabilities of the petitioner, and after such further investigation as was deemed desirable, that an issue of mortgage bonds to the amount of \$50,000 has been duly authorized by vote of the stockholders; that the proposed issue of bonds is for a lawful purpose and is consistent with the public interests; that the value of the constructed tracks, equipments and other real and personal property of the company, taken at a fair value for railway purposes and excluding the value of the franchise, exceeds the amount of its outstanding capital stock and its debt; that an issue of bonds to the amount of \$50,000 is reasonably requisite for the purpose for which such issue is authorized; and that with this proposed issue the outstanding securities of said company will not exceed the amount of its capital stock actually paid in cash, — it is

Ordered, That the approval of the Board be hereby given to an issue by the Milford, Attleborough and Woonsocket Street Railway Company of coupon or registered bonds to an amount not exceeding at par value \$50,000, to be payable twenty years from the date thereof, to bear interest at the rate of five per cent per annum, and to be secured by a mortgage of the railway, equipment, franchise and other real and personal property of the company.

The proceeds of said bonds shall be applied only to the payment and funding of the floating indebtedness of the company incurred in the necessary cost of construction and equipment of its railway and the purchase of real and personal property requisite for the operation thereof. Any excess in the proceeds of said bonds over and above the amount required for the purpose aforesaid which may be derived from premiums shall be applied to the payment for permanent improvements and additions to the street railway property.

Attest: WM. A. CRAFTS,
Clerk.

JUNE 27, 1901.

*Petition of the Marlborough & Westborough Street Railway Company
for Approval of an Issue of Mortgage Bonds.*

It appearing, after public notice and a hearing and upon an examination of the assets and liabilities of the petitioner, and after such further investigation as was deemed desirable, that an issue of mortgage bonds to the amount of \$160,000 has been duly authorized by vote of the stockholders; that the proposed issue of bonds is for a lawful purpose and is consistent with the public interests; that the value of the constructed tracks, equipments and other real and personal property of the company, taken at a fair value for railway purposes and excluding the value of the franchise, at least equals the amount of its outstanding capital stock and its debt; that an issue of bonds to the amount of \$160,000 is reasonably requisite for the purpose for which such issue is authorized; and that with this proposed issue the outstanding securities of said company will not exceed the amount of its capital stock actually paid in cash, — it is

Ordered, That the approval of the Board be hereby given to an issue by the Marlborough & Westborough Street Railway Company of coupon or registered bonds to an amount not exceeding at par value \$160,000, to be payable twenty years from the date thereof, to bear interest at the rate of five per cent per annum, and to be secured by a mortgage of the railway, equipment, franchise and other real and personal property of the company.

The proceeds of said bonds shall be applied only to the payment and funding of floating indebtedness of the company incurred in the

necessary cost of construction and equipment of its railway and the purchase of real and personal property requisite for the operation thereof. Any excess in the proceeds of said bonds over and above the amount required for the purpose aforesaid which may be derived from premiums shall be applied to the payment for permanent improvements and additions to the street railway property.

Attest: WM. A. CRAFTS,
Clerk.

JULY 8, 1901.

Petition of the Lexington & Boston Street Railway Company for Modification of Order dated June 27, 1901, authorizing an Issue of Mortgage Bonds.

Upon the petition of the Lexington & Boston Street Railway Company, — it is

Ordered, That the bonds of said company, the issue of which to the amount of \$100,000 was approved in an order of this Board dated June 27, 1901, shall bear interest at the rate of four and one-half per cent per annum, instead of five per cent per annum, as prescribed in said order.

Attest: WM. A. CRAFTS,
Clerk.

JULY 9, 1901.

Petition of the Middleborough, Wareham & Buzzard's Bay Street Railway Company for Approval of an Issue of Original Capital Stock.

It appearing, after due notice to all parties interested and a hearing, that said company has been duly incorporated under the general law with an authorized capital stock of \$75,000; that said capital stock has been duly subscribed; that the proposed issue is for a lawful purpose and is consistent with the public interests, and, to the amount of \$75,000, is reasonably requisite and necessary for the purpose for which the same is authorized and to enable the petitioner to carry out such purpose in good faith, — it is

Ordered, That the approval of the Board be hereby given to an issue by the Middleborough, Wareham & Buzzard's Bay Street Railway Company of shares of capital stock not exceeding 750 in number, amounting at par value to \$75,000, the proceeds of such shares to be applied only toward the payment and capitalization of the necessary cost of building and equipping its railway upon locations duly granted to it.

Said shares are to be issued to the subscribers to the capital stock of said company or their assigns upon the full payment of the par

value thereof in cash, and no shares are to be issued until the whole amount of the capital stock as above fixed has been actually paid in cash.

Attest :

WM. J. McCULLOUGH,

Assistant Clerk.

JULY 23, 1901.

Petition of the Cottage City & Edgartown Traction Company for Approval of an Issue of Capital Stock.

It appearing, after due notice and a hearing, that the petitioner has been duly incorporated under the provisions of chapter 68, Acts of 1901, with an authorized capital of \$60,000, which has been fully subscribed; that under the authority granted in the above-named statute it proposes to purchase the railway property lately belonging to the Cottage City Street Railway Company, for which purpose an issue of stock to the amount of \$60,000 is reasonably requisite and necessary and consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to an issue by the Cottage City & Edgartown Traction Company of shares of capital stock not exceeding 600 in number, amounting at par value to \$60,000, the proceeds of such shares to be applied only to the payment of the purchase price of the franchise, railways, equipment and all other property, real and personal, lately belonging to the Cottage City Street Railway Company, now owned by Arthur Burnham, together with the additions to and improvements in said property made prior to this date.

Said shares are to be issued to the subscribers to the capital stock of the petitioner upon the full payment of the par value thereof in cash, and no shares are to be issued until the amount of the capital stock as above fixed has been actually paid in cash.

Attest :

WM. J. McCULLOUGH,

Assistant Clerk.

AUGUST 12, 1901.

Petition of the Lynn & Boston Railroad Company for Modification of the Order of the Board, dated November 6, 1900, in Respect to the Application of a Part of the Proceeds of the Capital Stock issued thereunder.

At the hearing upon this petition, held after public notice to all parties interested, it was shown that proceeds of the capital stock issued by the petitioner under the order of this Board dated November 6, 1900, to the amount of \$554,400, remain unexpended in its treasury; that this money has not been used for the purposes author-

ized in the above-named order, for reasons that seem to be good and sufficient; that it is now proposed to expend the same in the payment of floating indebtedness and in the acquisition of new property. An expenditure of \$554,400 for these purposes being deemed consistent with public interests and reasonably requisite and necessary to carry out such purposes,— it is

Ordered, That the petitioner be authorized to expend \$217,700 of the above-named amount of \$554,400 in the purchase of additional car equipment, and the remaining \$336,700 in payment of certain floating indebtedness found to be incurred in the necessary cost of construction and equipment of its railway, in accordance with the statement on file with the petition.

Attest:

WM. J. McCULLOUGH,

Assistant Clerk.

AUGUST 12, 1901.

Petition of the Milford, Attleborough & Woonsocket Street Railway Company for Approval of an Issue of Capital Stock to the Amount of \$75,000, in Addition to its Present Authorized and Outstanding Capital Stock of \$250,000.

It appearing, after due notice to all parties interested and a hearing, and upon an examination of the assets and liabilities of the petitioner, that an issue of additional capital stock to the amount of \$75,000 has been duly authorized by vote of stockholders; that the proposed issue of stock is for lawful purposes and is consistent with the public interests; and that an increase in the capital stock to an amount which shall realize \$65,000 is reasonably requisite and necessary for the purposes for which the same is authorized and to enable the petitioner to carry out such purposes in good faith, — it is

Ordered, That the approval of the Board be hereby given to an increase of the capital stock of the Milford, Attleborough & Woonsocket Street Railway Company by the issue of additional shares not exceeding 650 in number, amounting at par value to \$65,000, the proceeds of said stock to be applied only toward the payment and capitalization of floating indebtedness of the company incurred in the necessary cost of construction and equipment of its railway and of certain real estate acquired and maintained as a pleasure resort.

And it is determined, That the value of the new shares of stock at which such shares shall be offered proportionately to stockholders, pursuant to law, is \$100 per share.

Attest:

WM. J. McCULLOUGH,

Assistant Clerk.

AUGUST 14, 1901.

*Petition of the Providence & Fall River Street Railway Company for
Authority to reduce Capital Stock.*

It appearing, after due notice and a hearing, and after such examination of the financial condition of the company as the Board deems requisite, that the petition is presented in accordance with a vote of stockholders at a meeting called for the purpose; that the proposed reduction is consistent with the public interests and with the limitations imposed by all laws to which the corporation is subject, — it is

Ordered, That authority be hereby given to the Providence & Fall River Street Railway Company to reduce its capital stock from \$200,000, the amount named in the articles of association, to \$165,000.

Attest:

WM. J. McCULLOUGH,
Assistant Clerk.

AUGUST 14, 1901.

*Petition of the Providence & Fall River Street Railway Company for
Approval of an Issue of Capital Stock.*

It appearing, after due notice and a hearing, that the petitioner was duly incorporated under the general law, with an authorized capital stock of \$200,000; that said capital stock has been duly reduced, under authority granted by this Board, from \$200,000 to \$165,000, which amount has been duly subscribed; that the proposed issue of \$165,000 is for a lawful purpose and is consistent with the public interests, and is reasonably requisite and necessary for the purpose for which the same is authorized and to enable the petitioner to carry out such purpose in good faith, — it is

Ordered, That the approval of the Board be hereby given to an issue by the Providence & Fall River Street Railway Company of shares of capital stock not exceeding 1,650 in number, amounting at par value to \$165,000, the proceeds of such shares to be applied only toward the payment and capitalization of the necessary cost of building and equipping its railway upon locations duly granted to it.

Said shares are to be issued to the subscribers to the capital stock of the company or their assigns upon the full payment of the par value thereof in cash, and no shares are to be issued until the whole amount of the capital stock as above fixed has been actually paid in cash.

Attest:

WM. J. McCULLOUGH,
Assistant Clerk.

AUGUST 14, 1901.

*Petition of the Providence & Fall River Street Railway Company for
Approval of an Issue of Mortgage Bonds.*

It appearing, after public notice and a hearing and upon examination of the assets and liabilities of the petitioner, and after such further examination as was deemed desirable, that an issue of mortgage bonds to the amount of \$165,000 has been duly authorized by vote of the stockholders; that the proposed issue of mortgage bonds has been duly authorized and is consistent with the public interests; that the value of the constructed tracks, equipment and other real and personal property of the company, taken at a fair value for railway purposes and excluding the value of the franchise, at least equals the amount of its outstanding capital stock and its debt; that an issue of bonds to the amount of \$165,000 is reasonably requisite for the purpose for which such issue is authorized; and that with such proposed issue the outstanding securities of said company will not exceed the amount of its capital stock actually paid in cash,—it is

Ordered, That the approval of the Board be hereby given to an issue by the Providence & Fall River Street Railway Company of coupon or registered bonds to an amount not exceeding at par value \$165,000, to be payable twenty years from the date thereof, to bear interest at the rate of 5 per cent per annum, and to be secured by a mortgage of the railway, equipment, franchise and other real and personal property of the company.

The proceeds of said bonds shall be applied only to the payment and funding of floating indebtedness of the company incurred in the necessary cost of construction and equipment of its railway and the purchase of real and personal property requisite for the operation thereof. Any excess in the proceeds of said bonds over and above the amount required for the purpose aforesaid which may be derived from premiums shall be applied to the payment for permanent improvements and additions to the street railway property.

Attest:

WM. J. McCULLOUGH,

Assistant Clerk.

AUGUST 22, 1901.

*Petition of the Bristol County Street Railway Company for Approval
of an Issue of Capital Stock to the Amount of \$80,000, in Addition
to its Present Authorized and Outstanding Capital Stock of
\$120,000.*

It appearing, after due notice to all parties interested and a hearing, and upon an examination of the assets and liabilities of the peti-

tioner, that an issue of capital stock to the amount of \$80,000 has been duly authorized by vote of stockholders; that the proposed issue is for a lawful purpose and is consistent with the public interests; and that an increase in capital stock to an amount which shall realize \$80,000 is reasonably requisite and necessary for the purpose for which the same is authorized and to enable the petitioner to carry out the same in good faith, — it is

Ordered, That the approval of the Board be hereby given to an increase of the capital stock of the Bristol County Street Railway Company by the issue of additional shares not exceeding 800 in number, amounting at par value to \$80,000, the proceeds of said stock to be applied only toward the payment and capitalization of floating indebtedness incurred in the necessary cost and equipment of its railway.

And it is determined, That the value of the new shares of stock at which such shares shall be offered proportionately to stockholders, pursuant to law, is \$100 per share.

Attest:

WM. J. McCULLOUGH,

Assistant Clerk.

AUGUST 24, 1901.

Petition of the Concord & Clinton Street Railway Company for Approval of an Issue of Original Capital Stock.

It appearing, after due notice to all parties interested and a hearing, that said company has been duly incorporated under the general law with an authorized capital stock of \$60,000; that said capital stock has been duly subscribed; that the proposed issue is for a lawful purpose and is consistent with the public interests, and, to the amount of \$60,000, is reasonably requisite and necessary for the purpose for which the same is authorized and to enable the petitioner to carry out such purpose in good faith, — it is

Ordered, That the approval of the Board be hereby given to an issue by the Concord & Clinton Street Railway Company of shares of capital stock not exceeding 600 in number, amounting at par value to \$60,000, the proceeds of such shares to be applied only toward the payment and capitalization of the necessary cost of building and equipping its street railway upon locations duly granted to it.

Said shares are to be issued to the subscribers to the capital stock of said company or their assigns upon the full payment of the par value thereof in cash, and no shares are to be issued until the whole amount of the capital stock as above fixed has been actually paid in cash.

Attest:

WM. J. McCULLOUGH,

Assistant Clerk.

OCTOBER 8, 1901.

*Petition of the Concord, Maynard & Hudson Street Railway Company
for Approval of an Issue of Original Capital Stock.*

It appearing, after due notice to all parties interested and a hearing, that said company has been duly incorporated under the general law with an authorized capital stock of \$50,000; that said capital stock has been duly subscribed; that the proposed issue is for a lawful purpose and is consistent with the public interests, and, to the amount of \$50,000, is reasonably requisite and necessary for the purpose for which the same is authorized and to enable the petitioner to carry out such purpose in good faith, — it is

Ordered, That the approval of the Board be hereby given to an issue by the Concord, Maynard & Hudson Street Railway Company of shares of capital stock not exceeding 500 in number, amounting at par value to \$50,000, the proceeds of such shares to be applied only toward the payment and capitalization of the necessary cost of building and equipping its street railway upon locations duly granted to it.

Said shares are to be issued to the subscribers to the capital stock of said company or their assigns upon the full payment of the par value thereof in cash, and no shares are to be issued until the whole amount of the capital stock as above fixed has been actually paid in cash.

Attest:

WM. J. McCULLOUGH,

Assistant Clerk.

OCTOBER 8, 1901.

Petition of the Middleborough, Wareham & Buzzard's Bay Street Railway Company for Approval of an Issue of Mortgage Bonds.

It appearing, after public notice and a hearing and upon an examination of the assets and liabilities of the petitioner, and after such further investigation as was deemed desirable, that an issue of mortgage bonds to the amount of \$75,000 has been duly authorized by vote of the stockholders; that the proposed issue of bonds is for a lawful purpose and is consistent with the public interests; that the value of the constructed tracks, equipments and other real and personal property of the company, taken at a fair value for railway purposes and excluding the value of the franchise, at least equals the amount of its outstanding capital stock and its debt; that an issue of bonds to the amount of \$75,000 is reasonably requisite for the purpose for which such issue is authorized; and that with this proposed issue the outstanding securities of said company will not exceed the amount of its capital stock actually paid in cash, — it is

Ordered, That the approval of the Board be hereby given to an

issue by the Middleborough, Wareham & Buzzard's Bay Street Railway Company of coupon or registered bonds to an amount not exceeding at par value \$75,000, to be payable twenty years from the date thereof, to bear interest at the rate of 5 per cent per annum and to be secured by a mortgage of the railway, equipment, franchise and other real and personal property of the company.

The proceeds of said bonds shall be applied only to the payment and funding of floating indebtedness of the company incurred in the necessary cost of construction and equipment of its railway and the purchase of real and personal property requisite for the operation thereof. Any excess in the proceeds of said bonds over and above the amount required for the purpose aforesaid which may be derived from premiums shall be applied to the payment for permanent improvements and additions to the street railway property.

Attest:

WM. J. McCULLOUGH,

Assistant Clerk.

OCTOBER 8, 1901.

Petition of the Newton Street Railway Company for Approval of an Issue of Mortgage Bonds.

It appearing, after public notice and a hearing and upon an examination of the assets and liabilities of the petitioner, and after such further investigation as was deemed desirable, that an issue of mortgage bonds to the amount of \$115,000 has been duly authorized by vote of the stockholders; that the proposed issue of bonds is for a lawful purpose and is consistent with the public interests; that the value of the constructed tracks, equipments and other real and personal property of the company, taken at a fair value for railway purposes and excluding the value of the franchise, at least equals the amount of its outstanding capital stock and its debt; that an issue of bonds to the amount of \$115,000 is reasonably requisite for the purpose for which such issue is authorized; and that with this proposed issue the outstanding securities of said company will not exceed the amount of its capital stock actually paid in cash, — it is

Ordered, That the approval of the Board be hereby given to an issue by the Newton Street Railway Company of coupon or registered bonds to an amount not exceeding at par value \$115,000, to be payable twenty years from the date thereof, to bear interest at the rate of 5 per cent per annum and to be secured by a mortgage of the railway, equipment, franchise and other real and personal property of the company.

The proceeds of said bonds shall be applied only to the payment and funding of floating indebtedness of the company incurred in the necessary cost of construction and equipment of its railway and the

purchase of real and personal property requisite for the operation thereof. Any excess in the proceeds of said bonds over and above the amount required for the purpose aforesaid which may be derived from premiums shall be applied to the payment for permanent improvements and additions to the street railway property.

Attest:

WM. J. McCULLOUGH,

Assistant Clerk.

OCTOBER 8, 1901.

Petition of the Bristol County Street Railway Company for Approval of an Issue of Mortgage Bonds.

It appearing, after due notice to all parties interested and a hearing and upon an examination of the assets and liabilities of the petitioner, and after such further investigation as was deemed desirable, that an issue of mortgage bonds to the amount of \$80,000 has been duly authorized by vote of the stockholders; that the proposed issue of bonds is for a lawful purpose and is consistent with the public interests; that the value of the constructed tracks, equipments and other real and personal property of the company, taken at a fair value for railway purposes and excluding the value of the franchise, at least equals the amount of its outstanding capital stock and its debt; that an issue of bonds to the amount of \$80,000 is reasonably requisite for the purpose for which such issue is authorized; and that with this proposed issue the outstanding securities of said company will not exceed the amount of its capital stock actually paid in cash, — it is

Ordered, That the approval of the Board be hereby given to an issue by the Bristol County Street Railway Company of coupon or registered bonds to an amount not exceeding at par value \$80,000, to be payable twenty years from the date thereof, to bear interest at the rate of 5 per cent per annum and to be secured by a mortgage of the railway, equipment, franchise and other real and personal property of the company.

The proceeds of said bonds shall be applied only to the payment and funding of floating indebtedness of the company incurred in the necessary cost of construction and equipment of its railway and the purchase of real and personal property requisite for the operation thereof. Any excess in the proceeds of said bonds over and above the amount required for the purpose aforesaid which may be derived from premiums shall be applied to the payment for permanent improvements and additions to the street railway property.

Attest:

WM. J. McCULLOUGH,

Assistant Clerk.

OCTOBER 15, 1901.

Petition of the Concord & Boston Street Railway Company for Approval of an Issue of Original Capital Stock.

It appearing, after due notice to all parties interested and a hearing, that said company has been duly incorporated under the general law with an authorized capital stock of \$50,000; that said capital stock has been duly subscribed; that the proposed issue is for a lawful purpose and is consistent with the public interests, and, to the amount of \$50,000, is reasonably requisite and necessary for the purpose for which the same is authorized and to enable the petitioner to carry out such purpose in good faith, — it is

Ordered, That the approval of the Board be hereby given to an issue by the Concord & Boston Street Railway Company of shares of capital stock not exceeding 500 in number, amounting at par value to \$50,000, the proceeds of such shares to be applied only toward the payment and capitalization of the necessary cost of building and equipping its street railway upon locations duly granted to it.

Said shares are to be issued to the subscribers to the capital stock of said company or their assigns upon the full payment of the par value thereof in cash, and no shares are to be issued until the whole amount of the capital stock as above fixed has been actually paid in cash.

Attest:

WM. A. CRAFTS,

Clerk.

OCTOBER 18, 1901.

Petition of the Milford & Uxbridge Street Railway Company for Approval of an Issue of Original Capital Stock.

It appearing, after due notice to all parties interested and a hearing, that said company has been duly incorporated under the general law with an authorized capital stock of \$50,000; that said capital stock has been duly subscribed; that the proposed issue is for a lawful purpose and is consistent with the public interests, and, to the amount of \$50,000, is reasonably requisite and necessary for the purpose for which the same is authorized and to enable the petitioner to carry out such purpose in good faith, — it is

Ordered, That the approval of the Board be hereby given to an issue by the Milford & Uxbridge Street Railway Company of shares of capital stock not exceeding 500 in number, amounting at par value to \$50,000, the proceeds of such shares to be applied only toward the payment and capitalization of the necessary cost of building and equipping its street railway upon locations duly granted to it.

Said shares are to be issued to the subscribers to the capital stock of said company or their assigns upon the full payment of the par

value thereof in cash, and no shares are to be issued until the whole amount of the capital stock as above fixed has been actually paid in cash.

Attest: WM. A. CRAFTS,
Clerk.

OCTOBER 18, 1901.

*Petition of the New Bedford & Onset Street Railway Company for
Approval of an Issue of Original Capital Stock.*

It appearing, after due notice to all parties interested and a hearing, that said company has been duly incorporated under the general law with an authorized capital stock of \$200,000; that said capital stock has been duly subscribed; that the proposed issue is for a lawful purpose and is consistent with the public interests, and, to the amount of \$200,000, is reasonably requisite and necessary for the purpose for which the same is authorized and to enable the petitioner to carry out such purpose in good faith, — it is

Ordered, That the approval of the Board be hereby given to an issue by the New Bedford & Onset Street Railway Company of shares of capital stock not exceeding 2,000 in number, amounting at par value to \$200,000, the proceeds of such shares to be applied only toward the payment and capitalization of the necessary cost of building and equipping its street railway upon locations duly granted to it.

Said shares are to be issued to the subscribers to the capital stock of said company or their assigns upon the full payment of the par value thereof in cash, and no shares are to be issued until the whole amount of the capital stock as above fixed has been actually paid in cash.

Attest: WM. J. McCULLOUGH,
Assistant Clerk.

OCTOBER 25, 1901.

*Petition of the Worcester Consolidated Street Railway Company for
Approval of an Issue of Capital Stock to the Amount of \$500,000,
in Addition to its Present Authorized Capital Stock.*

It appearing, after due notice to all parties interested and a hearing and upon an examination of the assets and liabilities of the petitioner, that an issue of additional capital stock to the amount of \$500,000 has been duly authorized by vote of stockholders; that the proposed issue is for lawful purposes and consistent with the public interests; and that an increase in capital stock to an amount which shall realize \$516,200 is reasonably requisite and necessary for the purposes for which the same is authorized and to enable the petitioner to carry them out in good faith, — it is

Ordered, That the approval of the Board be hereby given to an increase of the capital stock of the Worcester Consolidated Street Railway Company by the issue of additional shares not exceeding 4,450, amounting at par value to \$445,000, the proceeds of said stock to be applied only to the payment of the necessary cost of the purchase and improvement of certain real estate, the purchase of certain rolling stock and the construction and equipment of extensions of the railway of the petitioner, all as defined in a statement on file in this office dated October 17, 1901, describing the purposes for which this issue of stock is made.

And it is determined, That the value of the new shares of stock at which such shares shall be offered to stockholders, pursuant to law, is \$116 per share.

Attest:

WM. J. McCULLOUGH,
Assistant Clerk.

OCTOBER 25, 1901.

Petition of the Old Colony Railroad Company for Approval of an Issue of Capital Stock in Addition to the Amount now Authorized and Outstanding.

It appearing, upon due investigation, that an issue of capital stock to an amount not exceeding at par value \$150,000 has been duly authorized; that the proposed issue is for a lawful purpose and is consistent with the public interests, and, to the amount above named, is reasonably requisite for the purpose for which the same is authorized and to enable the petitioner to carry out such purpose in good faith, — it is

Ordered, That the approval of the Board be given to the issue by the petitioner of shares of capital stock not exceeding 1,500 in number, amounting at par value to \$150,000, the proceeds thereof to be applied toward the payment of the necessary cost of the construction of a branch or extension of its railroad within the town of North Attleborough, and running from North Attleborough station to a point near Adamsdale upon the railroad of the Rhode Island & Massachusetts Railroad Company.

And it further appearing that the proposed increase of capital stock does not exceed 4 per cent of the existing capital stock of the petitioner, and that the directors desire to dispose of the same in the manner provided in section 2, chapter 472, Acts of 1894, the Boston "Advertiser," the Boston "Transcript" and the Boston "Herald" are prescribed as the daily newspapers in which the notice of such sale shall be published by the petitioner in the manner provided by law.

Attest:

WM. J. McCULLOUGH,
Assistant Clerk.

NOVEMBER 4, 1901.

Petition of the Boston & Maine Railroad for Approval of an Issue of Bonds to the Amount of \$1,000,000, for the Purpose of funding Certain Floating Indebtedness.

It appearing, after public notice and a hearing, and such further investigation as was deemed requisite, that an issue of bonds to the amount of \$1,000,000 has been duly authorized, and that such issue is for a lawful purpose and consistent with the public interests, and is reasonably requisite for the purpose for which it is authorized, — it is

Ordered, That the approval of the Board be hereby given to an issue by the Boston & Maine Railroad of coupon or registered bonds to an amount not exceeding at par value \$1,000,000, such bonds to be payable in twenty years from date and to bear interest at the rate of $3\frac{1}{2}$ per cent per annum, the proceeds of said bonds to be applied only to the payment and funding of indebtedness incurred as the cost of permanent additions to and improvements in the Lowell & Andover, the Stony Brook, the Nashua & Lowell, the Manchester & Lawrence, the Connecticut & Passumpsic Rivers, the Northern, and the Worcester, Nashua & Rochester railroads, made in accordance with the terms of the leases and agreements under which said railroads are operated by the petitioner.

Attest :

WM. A. CRAFTS,

Clerk.

NOVEMBER 8, 1901.

Petition of the Lowell & Boston Street Railway Company for Approval of an Issue of Mortgage Bonds.

It appearing, after due notice to all parties interested and a hearing and upon an examination of the assets and liabilities of the petitioner, and after such further investigation as was deemed desirable, that an issue of mortgage bonds to the amount of \$90,000 has been duly authorized by vote of stockholders; that the proposed issue of bonds is for a lawful purpose and is consistent with the public interests; that the value of the constructed tracks, equipment and other real and personal property of the company, taken at a fair value for railway purposes and excluding the value of the franchise, at least equals the amount of its outstanding capital stock and debt; that an issue of bonds to the amount of \$90,000 is reasonably requisite for the purpose for which the issue is authorized; and that with this proposed issue the outstanding securities of the company will not exceed the amount of its capital stock actually paid in cash, — it is

Ordered, That the approval of the Board be hereby given to an issue by the petitioner of coupon or registered bonds to an amount not exceeding at par value \$90,000, to be payable twenty years from

the date thereof, to bear interest at the rate of $4\frac{1}{2}$ per cent per annum, and to be secured by a mortgage of the railway, equipment, franchise and other real and personal property of the company.

The proceeds of said bonds are to be applied only to the payment and funding of floating indebtedness of the company incurred in the necessary cost of construction and equipment of its railway and the purchase of real and personal property required for the operation thereof. Any excess in the proceeds of said bonds over and above the amount required for the purpose aforesaid which may be derived from premiums shall be applied to the payment for permanent improvements and additions to the street railway property.

Attest:

WM. A. CRAFTS,

Clerk.

NOVEMBER 9, 1901.

Petition of the East Middlesex Street Railway Company for Approval of an Issue of Bonds.

It appearing, after due notice to all parties interested and a hearing, and upon such investigation as was deemed desirable, that an issue of coupon bonds to the amount of \$100,000 has been duly authorized by vote of stockholders; that the proposed issue of bonds is for a lawful purpose and is consistent with the public interests; that an issue of bonds to the amount of \$100,000 is reasonably requisite for the purpose for which the issue is authorized; and that with this proposed issue the outstanding securities of the company will not exceed the amount of its capital stock actually paid in cash, — it is

Ordered, That the approval of the Board be hereby given to an issue by the East Middlesex Street Railway Company of coupon bonds to an amount not exceeding at par value \$100,000, to be payable twenty years from the date thereof, to bear interest at the rate of 4 per cent per annum, the proceeds of said bonds to be applied only to the payment and refunding of certain outstanding bonds maturing January 1, 1902.

Attest:

WM. A. CRAFTS,

Clerk.

NOVEMBER 14, 1901.

Petition of the Fitchburg Railroad Company for Approval of an Issue of Bonds.

It appearing, after due notice to all parties interested and a hearing, and after such investigation as was deemed necessary, that an issue of bonds to the amount of \$2,000,000 has been duly authorized by vote of stockholders; that such issue of bonds is for lawful pur-

poses and consistent with public interests, and is reasonably requisite to enable the petitioner to carry out the purposes for which the issue is authorized, — it is

Ordered, That the approval of the Board be hereby given to an issue of coupon or registered bonds by the Fitchburg Railroad Company to an amount not exceeding at par value \$2,000,000, such bonds to be payable twenty years from date and to bear interest at three and one-half per cent per annum; the proceeds of such bonds to be applied only toward the payment and refunding of certain other bonds of said company, amounting at par value to \$500,000, which matured October 1, 1901; the payment and refunding of certain other bonds of said company, amounting at par value to \$500,000, maturing April 1, 1902; and to the payment and funding of the necessary cost of certain permanent additions to and improvements upon the property of the petitioner made under and in accordance with the provisions of the lease of its railroad and property to the Boston & Maine Railroad.

Attest:

WM. A. CRAFTS,
Clerk.

NOVEMBER 18, 1901.

Petition of the Springfield & Eastern Street Railway Company, formerly the Palmer & Monson Street Railway Company, for Approval of an Issue of Capital Stock to the Amount of \$175,000, in Addition to its Present Authorized and Outstanding Capital Stock.

It appearing, after due notice to all parties interested and a hearing, and upon an examination of the assets and liabilities of the petitioner, that an issue of additional capital stock to the amount of \$175,000 has been duly authorized by vote of stockholders; that the proposed issue is for a lawful purpose and is consistent with the public interests; and that an increase in capital stock to an amount which shall realize \$175,000 is reasonably requisite and necessary for the purpose for which it is authorized and to enable the petitioner to carry out such purpose in good faith, — it is

Ordered, That the approval of the Board be hereby given to an increase of capital stock of the Springfield & Eastern Street Railway Company by the issue of additional shares not exceeding 1,750 in number, amounting at par value to \$175,000, the proceeds of said stock to be applied only toward the payment and capitalization of floating indebtedness of the company incurred in the necessary cost of construction and equipment of its railway or of the purchase of real and personal estate required for its operation.

And it is determined, That the value of the new shares of stock at

which such shares shall be offered proportionately to stockholders, pursuant to law, is one hundred dollars per share.

Attest: WM. A. CRAFTS,
Clerk.

NOVEMBER 19, 1901.

*Petition of the Amesbury & Hampton Street Railway Company for
Approval of an Issue of Bonds.*

It appearing, upon due notice to all parties interested and a hearing, and after an examination of the assets and liabilities of the petitioner, and such further investigation as was deemed necessary, that an issue of mortgage bonds to the amount of \$50,000 has been duly authorized by vote of stockholders; that the proposed issue of bonds is for a lawful purpose and is consistent with the public interests; that the value of the constructed tracks, equipment and other real and personal property of the company, taken at a fair value for railway purposes and excluding the value of the franchise, at least equals the amount of its outstanding capital stock and debt; that an issue of bonds to the amount of \$50,000 is reasonably requisite for the purpose for which the issue is authorized; and that with this proposed issue the outstanding securities of the company will not exceed the amount of its capital stock actually paid in cash, — it is

Ordered, That the approval of the Board be hereby given to an issue by the petitioner of coupon or registered bonds to an amount not exceeding \$50,000, to be payable twenty years from date thereof, to bear interest at the rate of five per cent per annum, and to be secured by a mortgage of the railway, equipment, franchise and other real and personal property of the company.

The proceeds of said bonds are to be applied only to the payment and funding of floating indebtedness of the company incurred in the necessary cost of permanent improvements and additions to its railway property.

Attest: WM. J. McCULLOUGH,
Assistant Clerk.

NOVEMBER 20, 1901.

*Petition of the Hampshire & Worcester Street Railway Company for
Authority to reduce the Capital Stock of the Company.*

It appearing, after due notice to all parties interested and a hearing, and after such examination of the financial condition of the company as was deemed requisite, that this petition is presented in accordance with a vote of the stockholders of the company at a meeting called for the purpose; that the proposed reduction of capital stock from \$150,000, the amount named in the articles of association,

to \$75,000, is consistent with the public interests and with the limitations imposed by all laws to which the company is subject, — it is

Ordered, That a reduction in the capital stock of the Hampshire & Worcester Street Railway Company from \$150,000, the amount named in the articles of association, to \$75,000, be hereby authorized: *provided, however*, that no money or other property of said company shall be paid over or transferred to the stockholders in connection with or in consequence of the carrying out of such reduction.

Attest:

WM. J. McCULLOUGH,

Assistant Clerk.

NOVEMBER 20, 1901.

Petition of the Hampshire & Worcester Street Railway Company for Approval of an Issue of Capital Stock.

It appearing, after due notice to all parties interested and a hearing, that this company has been duly incorporated under the general law, and has an authorized capital stock of \$75,000; that said capital stock has been duly subscribed; that the proposed issue is for a lawful purpose and is consistent with the public interests, and is reasonably requisite and necessary for the purpose for which the same is authorized and to enable the petitioner to carry out such purpose in good faith, — it is

Ordered, That the approval of the Board be hereby given to an issue by the Hampshire & Worcester Street Railway Company of shares of capital stock not exceeding 750 in number, amounting at par value to \$75,000, the proceeds of such shares to be applied only toward the payment and capitalization of the necessary cost of building and equipping its street railway upon locations duly granted to it.

Such shares are to be issued to the subscribers to the capital stock of said company or their assigns upon the full payment of the par value thereof in cash, and no shares are to be issued until the whole amount of the capital stock as above fixed has been actually paid in cash.

Attest:

WM. J. McCULLOUGH,

Assistant Clerk.

NOVEMBER 21, 1901.

Petition of the Middleborough, Wareham & Buzzard's Bay Street Railway Company for Approval of an Issue of Capital Stock in Addition to its Present Authorized and Outstanding Capital Stock.

It appearing, after due notice to all parties interested and a hearing, and upon an examination of the assets and liabilities of the peti-

tioner, that an issue of additional capital stock to the amount of \$75,000 has been duly authorized by vote of stockholders; that the proposed issue is for a lawful purpose; that an increase in capital stock to an amount which shall realize \$75,000 is reasonably requisite and necessary for the purpose for which the same is authorized and to enable the petitioner to carry out such purpose in good faith, — it is

Ordered, That the approval of the Board be hereby given to an increase of the capital stock of the Middleborough, Wareham & Buzzard's Bay Street Railway Company by the issue of additional shares not exceeding 750 in number, amounting at par value to \$75,000, the proceeds of said stock to be applied only toward the payment and capitalization of floating indebtedness of the company incurred in the necessary cost of construction and equipment of its railway or of the purchase of real and personal estate required for its operation.

And it is determined, That the value of the new shares of stock at which such shares shall be offered proportionately to stockholders, pursuant to law, is one hundred dollars per share.

Attest :

WM. J. McCULLOUGH,

Assistant Clerk

NOVEMBER 27, 1901.

*Petition of the Haverhill & Plaistow Street Railway Company for
Approval of an Issue of Original Capital Stock.*

It appearing, after due notice to all parties interested and a hearing, that said company has been duly incorporated under the provisions of chapter 385 of the Acts of the year 1901, with an authorized capital of \$30,000, which has been duly subscribed; that the proposed issue of capital stock is for a lawful purpose and is consistent with the public interests, and, to the amount of \$30,000, is reasonably requisite and necessary for the purpose for which the same is authorized and to enable the petitioner to carry out such purpose in good faith, — it is

Ordered, That the approval of the Board be hereby given to an issue by the Haverhill & Plaistow Street Railway Company of shares of capital stock not exceeding 300 in number, amounting at par value to \$30,000, the proceeds of such shares to be applied only toward the payment and capitalization of the necessary cost of building and equipping its railway upon locations duly granted to it and of the purchase of real or personal estate necessary to the operation thereof.

Said shares are to be issued to the subscribers to the capital stock of said company or their assigns upon the full payment of the par

value thereof in cash, and no shares are to be issued until the whole amount of the capital stock as above fixed has been actually paid in cash.

Attest: WM. J. McCULLOUGH,
Assistant Clerk.

NOVEMBER 29, 1901.

Petition of the Amherst & Sunderland Street Railway Company for Approval of an Issue of Capital Stock in Addition to its Present Authorized and Outstanding Capital Stock.

It appearing, after due notice to all parties interested and a hearing, and upon an examination of the assets and liabilities of the petitioner, that an issue of additional capital stock to the amount of \$5,000 has been duly authorized by vote of stockholders; that the proposed issue is for a lawful purpose; that an increase in capital stock to an amount which shall realize \$5,000 is reasonably requisite and necessary for the purpose for which the same is authorized and to enable the petitioner to carry out such purpose in good faith, — it is

Ordered, That the approval of the Board be hereby given to an increase of the capital stock of the Amherst & Sunderland Street Railway Company by the issue of additional shares not exceeding 50 in number, amounting at par value to \$5,000, the proceeds of said stock to be applied only toward the payment and capitalization of floating indebtedness of the company incurred in the necessary cost of construction and equipment of its railway or of the purchase of real and personal estate required for its operation.

And it is determined, That the value of the new shares of stock at which such shares shall be offered proportionately to stockholders, pursuant to law, is one hundred dollars per share.

Attest: WM. J. McCULLOUGH,
Assistant Clerk.

DECEMBER 4, 1901.

Petition of the Berkshire Street Railway Company for Approval of an Issue of Original Capital Stock.

It appearing, after due notice to all parties interested and a hearing, that said company has been duly organized under the provisions of the general law, with an authorized capital of \$550,000, which has been duly subscribed; that the proposed issue of capital stock is for a lawful purpose and is consistent with the public interests, and, to the amount of \$550,000, is reasonably requisite and necessary for the purpose for which the same is authorized and to enable the petitioner to carry out such purpose in good faith, — it is

Ordered, That the approval of the Board be hereby given to an issue by the Berkshire Street Railway Company of shares of capital stock not exceeding 5,500 in number, amounting at par value to \$550,000, the proceeds of such shares to be applied only toward the payment and capitalization of the necessary cost of building and equipping its railway upon locations duly granted to it and of the purchase of real or personal estate necessary to the operation thereof.

Said shares are to be issued to the subscribers to the capital stock of said company or their assigns upon the full payment of the par value thereof in cash, and no shares are to be issued until the whole amount of the capital stock as above fixed has been actually paid in cash.

Attest:

WM. J. McCULLOUGH,

Assistant Clerk.

DECEMBER 6, 1901.

*Petition of the Hampshire & Worcester Street Railway Company for
Approval of an Issue of Mortgage Bonds.*

It appearing, after due notice to all parties interested and a hearing and upon an examination of the assets and liabilities of the petitioner, and after such further investigation as was deemed desirable, that an issue of mortgage bonds to the amount of \$75,000 has been duly authorized by vote of stockholders; that the proposed issue of bonds is for a lawful purpose and is consistent with the public interests; that the value of the constructed tracks, equipment and other real and personal property of the company, taken at a fair value for railway purposes and excluding the value of the franchise, at least equals the amount of its outstanding capital stock and its debt; that an issue of bonds to the amount of \$60,000 is reasonably requisite for the purpose for which the issue is authorized; and that with this proposed issue the outstanding securities of the company will not exceed the amount of its capital stock actually paid in cash, — it is

Ordered, That the approval of the Board be hereby given to an issue by the Hampshire & Worcester Street Railway Company of coupon or registered bonds to an amount not exceeding at par value \$60,000, to be payable twenty years from the date thereof, to bear interest at the rate of five per cent per annum, and to be secured by a mortgage of the railway, equipment, franchise and other real and personal property of the company.

The proceeds of said bonds are to be applied only to the payment and funding of floating indebtedness of the company incurred in the necessary cost of construction and equipment of its railway and the purchase of real and personal property required for the operation

thereof. Any excess in the proceeds of said bonds over and above the amount required for the purpose aforesaid which may be derived from premiums shall be applied to the payment for permanent improvements and additions to the street railway property.

Attest:

WM. A. CRAFTS,

Clerk.

DECEMBER 18, 1901.

Petition of the West End Street Railway Company for Approval of an Issue of Bonds and Application of Proceeds of a Former Issue of Bonds.

It appearing, after public notice and a hearing, and upon such investigation as was deemed desirable, that an issue of bonds to the amount of \$1,800,000 has been duly authorized; that the purpose for which it is proposed to issue said bonds is lawful, and such issue consistent with the public interests; and that the issue of bonds to the amount of \$1,800,000 is reasonably requisite to enable the petitioner to carry out the purpose for which such issue is authorized, — it is

Ordered, That the approval of the Board be hereby given to an issue by the West End Street Railway Company of bonds to an amount not exceeding at par value \$1,800,000, payable fifteen years from date, and bearing interest at the rate of four per cent per annum. The proceeds of said bonds shall be applied only to the cost of the permanent additions, alterations and improvements made during the fiscal year ending September 30, 1900, in and to the railway property of the West End Street Railway Company by the Boston Elevated Railway Company, in accordance with the terms of the lease between the said companies, as described in the schedules on file in this office.

Any excess in the proceeds of said bonds realized from premiums shall be held for application to the cost of other permanent additions, alterations and improvements in said railway property made under the terms of said lease whenever such application shall be approved by the Board.

And it is further ordered, That the approval of the Board be hereby given to the application of \$32,591.23, realized as a part of the proceeds of bonds issued under the order of the Board dated July 25, 1900, to the cost of permanent additions, alterations and improvements, made under the terms of the said lease and described in the above-named schedules.

Attest:

WM. A. CRAFTS,

Clerk.

DECEMBER 18, 1901.

Petition of the Milford & Uxbridge Street Railway Company for Approval of an Issue of Capital Stock in Addition to its Present Authorized and Outstanding Capital Stock.

It appearing, after due notice to all parties interested and a hearing, and upon an examination of the assets and liabilities of the petitioner, that an issue of additional capital stock to the amount of \$50,000 has been duly authorized by vote of stockholders; that the proposed issue is for a lawful purpose; and that an increase in capital stock to an amount which shall realize \$50,000 is reasonably requisite and necessary for the purpose for which the same is authorized and to enable the petitioner to carry out such purpose in good faith, — it is

Ordered, That the approval of the Board be hereby given to an increase of the capital stock of the Milford & Uxbridge Street Railway Company by the issue of additional shares not exceeding 500 in number, amounting at par value to \$50,000, the proceeds of said stock to be applied only toward the payment and capitalization of floating indebtedness of the company incurred in the necessary cost of construction and equipment of its railway or of the purchase of real and personal estate required for its operation.

And it is determined, That the value of the new shares of stock at which such shares shall be offered proportionately to stockholders, pursuant to law, is one hundred dollars per share.

Attest:

WM. J. McCULLOUGH,

Assistant Clerk

DECEMBER 27, 1901.

Petition of the Milford & Uxbridge Street Railway Company for Approval of an Issue of Mortgage Bonds.

It appearing, after due notice to all parties interested and a hearing and upon an examination of the assets and liabilities of the petitioner, and after such further investigation as was deemed desirable, that an issue of mortgage bonds to the amount of \$50,000 has been duly authorized by vote of stockholders; that the proposed issue of bonds is for a lawful purpose, and is consistent with the public interests; that the value of the constructed tracks, equipment and other real and personal property of the company, taken at a fair value for railway purposes and excluding the value of the franchise, at least equals the amount of its outstanding capital stock and its debt; that an issue of bonds to the amount of \$50,000 is reasonably requisite for the purpose for which the issue is hereinafter authorized; and that with this proposed issue the outstanding securities of the company

will not exceed the amount of its capital stock actually paid in cash, — it is

Ordered, That the approval of the Board be hereby given to an issue by the Milford & Uxbridge Street Railway Company of coupon or registered bonds to an amount not exceeding at par value \$50,000, to be payable on the first day of January, 1918, to bear interest at the rate of five per cent per annum, and to be secured by a mortgage of the railway, equipment, franchise and other real and personal property of the company.

The proceeds of said bonds are to be applied only to the payment and funding of floating indebtedness of the company incurred in the necessary cost of construction and equipment of its railway or of the purchase of real and personal property required for the operation thereof. Any excess in the proceeds of said bonds over and above the amount required for the purpose aforesaid which may be derived from premiums shall be applied to the payment for permanent improvements and additions to the street railway property.

Attest:

WM. J. McCULLOUGH,

Assistant Clerk.

DECEMBER 27, 1901.

GRADE CROSSINGS.

Petition for Approval of Alteration of Crossing of New York, New Haven & Hartford Railroad and Main Street in the Town of Clinton.

In the matter of the petition of the road commissioners and selectmen of the town of Clinton to the county commissioners of Worcester County, for an alteration of the crossing of Main Street, in said town, and the New York, New Haven & Hartford Railroad, on which the county commissioners issued a decree authorizing the alteration of said crossing as set forth in the description filed with said petition and shown in the plan filed with said county commissioners, subject to the consent of the Board of Railroad Commissioners, — it is

Ordered, That the consent of the Board be hereby given for the alteration of said crossing as set forth in the description contained in the decree of the county commissioners of Worcester County and shown on the plan filed with said commissioners, a certified copy of which is on file in the office of the Board.

Attest:

WM. A. CRAFTS,
*Clerk.*JANUARY 10, 1901.

Petition of the Phillipston Street Railway Company for the Consent of the Board to the Construction and Maintenance of a Street Railway across the Tracks of the Ware River Railroad, leased to and operated by the Boston & Albany Railroad Company, upon Athol Road in Templeton, at the Same Level therewith, as shown upon a Plan filed with Said Petition.

It appearing, after public notice and a hearing, and a view of the premises, that the petitioner has been duly granted and has duly accepted a location for its street railway tracks upon said highway, and has proceeded with the construction of its railway thereupon; that under existing conditions the public convenience and necessity may be deemed to reasonably require, under suitable limitations and regulations, the temporary maintenance of a grade crossing of street railway and steam railroad tracks at this place, — it is

Ordered, That the consent of the Board be hereby given to the construction by the petitioner of its street railway tracks across the

railroad tracks, at the same level therewith, upon Athol Road, in Templeton, as shown upon a plan on file in this office, subject to the following conditions and regulations:—

1. There shall be but one street railway track across the railroad tracks at this place.

2. The crossing shall be constructed and maintained by and at the cost of the street railway company, in a manner satisfactory to the railroad company, or, if the parties do not agree in regard thereto, in such manner as shall be prescribed by the Board.

3. The street railway company, in addition to other precautions and safeguards required by law, shall at its own cost place and maintain at said crossing, during all that portion of each day or night within which it runs cars over said crossing, a competent and reliable man, whose sole business it shall be to see that the said crossing and the overhead construction thereat are in good repair and working order, to keep himself informed of the running time of trains, and whether any train is overdue, and to watch for and give warning of any approaching engine, car or train. No street railway car shall cross or attempt to cross the railroad except when and as he shall direct.

4. The street railway company shall from time to time provide and maintain such further safeguards at said crossing as the Board may deem necessary.

5. The right to maintain the railway track across the railroad tracks shall cease upon the first day of January, 1904, unless sooner revoked by order of the Board, and all conditions, limitations and regulations herein shall be subject from time to time to change and modification.

Attest:

WM. A. CRAFTS,

Clerk.

JANUARY 14, 1901.

Petition of the Lexington & Boston Street Railway Company for Approval of a Grade Crossing of its Railway over the Tracks of the Boston & Maine Railroad in Woburn Street in the Town of Lexington.

A hearing was given, after due notice, at which the petitioner, the Boston & Maine Railroad and the town of Lexington were represented and fully heard.

It appeared that steps had been taken by the parties in interest looking to the abolition of highway grade crossings in this locality. According to the plan at first favored, a way known as Grant Street, which would be available for a location of street railway tracks, was to be constructed so as to pass under the railroad. A decree in furtherance of this purpose was in process of preparation. At this point in the proceedings, however, and for the purpose of considering a new

plan for the abolition of the crossings in the neighborhood, the movement to carry Grant Street under the railroad was suspended.

Although a way over or under the railroad will in all probability be constructed at some future day, no definite plan to that end has yet been adopted, and there is no assurance that the work of building such a way will be completed within a reasonably brief period. Frequent trains over a double-track system cross the highway at a high rate of speed, and the existing conditions are such as to make a crossing of the railroad by the railway decidedly dangerous.

Under these circumstances, and in accordance with established practice, the Board must at present decline to approve a temporary grade crossing at this place. It is therefore —

Ordered, That the petition be dismissed, without prejudice to the petitioner should it bring another petition when the proceedings for elimination of the grade crossing or crossings shall have reached a stage of development that will make it possible for the Board to fix with substantial accuracy the time within which the work will be accomplished.

Attest :

WM. A. CRAFTS,

Clerk.

MARCH 30, 1901.

Application of the East Taunton Street Railway Company, under the Provisions of Chapter 205, Acts of 1901, for the Determination of the Length of Time and the Restrictions and Regulations under which it may construct and maintain its Railway across the Track of the Old Colony Railroad in Middleborough Avenue in the City of Taunton.

It appearing, after due notice and a hearing, that the petitioner did, within the time required in the above-named act, become a party to certain petitions for the abolition of grade crossings therein named, as far as such petitions relate to the abolition of the highway grade crossings of Richmond Street and of Middleborough Avenue, in the city of Taunton; that a plan for the abolition of these two crossings has been determined, and that the work contemplated in connection therewith is to be immediately undertaken and carried to completion, — it is

Ordered, That the petitioner be authorized to construct its railway across the track of the Old Colony Railroad in Middleborough Avenue in the city of Taunton, and to maintain a crossing of the railroad at said place at the same level therewith until the first day of December next, subject to the following restrictions and regulations : —

1. There shall be but one street railway track across the railroad track at this place.

2. The crossing shall be constructed and maintained by and at the cost of the street railway company, in a manner satisfactory to the railroad company, or, if the parties do not agree in regard thereto, in such manner as shall be prescribed by the Board.

3. The street railway company, in addition to other necessary precautions and safeguards, shall at its own cost maintain at said crossing, during that part of the day and night within which it runs cars over said crossing, a competent man, whose sole business it shall be to see that the crossing and equipment are in good repair and working order, to keep himself informed of the running time of trains, and whether any train is overdue, and to watch for and give warning of all approaching engines, cars and trains. No street railway car shall cross or attempt to cross the railroad except when and as he shall direct.

4. The street railway company shall from time to time provide and maintain such further safeguards at said crossing as the Board may deem necessary.

5. This right to maintain the railway across the railroad at grade shall cease upon the abolition of the highway grade crossing, and in any event upon the first day of December, 1901: *provided, however*, that upon the application of the petitioner the Board may, for good cause shown, further extend the time herein prescribed for the maintenance of the crossing.

6. The foregoing conditions, limitations and regulations shall be from time to time subject to change and modification.

Attest: WM. A. CRAFTS,
Clerk.

APRIL 26, 1901.

Petition of L. D. Ramsdell for the Consent of the Board to the Construction and Operation of a Railroad for Private Use in the Transportation of Freight across Mill Street at Two Points in the Town of Gardner, at a Level therewith.

It appearing, after public notice and a hearing, that the selectmen of the town of Gardner have consented to such crossings, and that the county commissioners of Worcester County, by their decree dated April 26, 1901, have adjudged that public necessity requires the crossings of the proposed railroad at the same level therewith, — it is

Ordered, That the Board consent to the construction by the petitioner of a railroad track for private use as aforesaid, connecting with the Fitchburg division of the Boston & Maine Railroad, and running across Mill Street at two points, in the town of Gardner, as shown on plan filed in the office of the Board: *provided, however*, and on the express condition, that a flagman shall display a flag by day

and a lantern by night whenever an engine, car or train is approaching and passing over said crossing; and that no engine, car or train shall pass over the same at a greater speed than four miles an hour.

Attest:

WM. A. CRAFTS,

Clerk.

APRIL 29, 1901.

Petition of the Reading, Wakefield & Lynnfield Street Railway Company for Consent to the Construction of the Street Railway of the Petitioner across the Tracks of the Boston & Maine Railroad, at the Same Level therewith, in Railroad Street in the Town of Wakefield, as shown upon a Plan filed with said Petition.

It appearing, after due notice and a hearing, that said street railway company has been duly granted and has duly accepted a location for its street railway tracks upon said highway, and has proceeded with the construction of said railway; that under existing conditions the public convenience and necessity may be deemed to reasonably require, under suitable limitations and regulations, the maintenance and operation of the railway tracks of the petitioner at the same level with the railroad tracks at these places, — it is

Ordered, That the consent of the Board be hereby given to the construction of the railway of the petitioner across the railroad tracks of the Boston & Maine Railroad, at the same level therewith, upon Railroad Street in the town of Wakefield, at the places in question, as shown upon a plan on file in this office, but upon and subject to the following express conditions and regulations: —

1. The street railway company shall construct but one railway track at grade across the railroad tracks at this place.

2. The crossing shall be constructed and maintained by, and the necessary changes in the railroad tracks made at the cost of, the street railway company, in a manner satisfactory to the railroad company, or, if the parties do not agree, in such manner as may be prescribed by the Board.

3. Each car upon approaching said crossing shall be stopped within one hundred feet therefrom, and the conductor of such car shall proceed to a point upon the railroad premises from which the best view of approaching trains can be obtained, and shall from such point direct the movement of, the car, remaining there until the car shall have passed across the railroad tracks. No street railway car shall cross or attempt to cross the railroad tracks except when and as such conductor shall direct.

. The street railway company shall from time to time provide and maintain such other and further safeguards or means of protecting said crossing as the Board may deem necessary for the public safety and may in writing prescribe.

5. The right of the street railway company to construct and maintain its railway across the railroad tracks at grade as aforesaid shall cease on the first day of January, 1904.

Attest:

WM. A. CRAFTS,
Clerk.

MAY 2, 1901.

Petition of the West Boylston Manufacturing Company for the Consent of the Board to the Construction of a Railroad Track for Private Use in the Transportation of Freight by Steam Power from the Tracks of the Boston & Maine Railroad, in the Town of West Boylston, to the Factory of Said Company, across the Highway leading from West Boylston to Princeton, at a Level therewith.

It appearing, after due notice and a hearing, that the selectmen of said town of West Boylston have given their consent thereto; and that the county commissioners of Worcester County have, by their decree dated May 17, 1901, adjudged that public necessity requires said railroad tracks to be at a level with said highway; and no one appearing to object or show cause against the same, — it is

Ordered, That the consent of the Board be hereby given to the construction by the said West Boylston Manufacturing Company of a railroad track for use as aforesaid, to be operated by steam power, across said highway at a level therewith, and connecting with the Boston & Maine Railroad, as shown on a plan on file with the petition in this office; *provided*, that a flagman shall display a flag by day and a lantern by night whenever an engine, car or train approaches and passes over said crossing; and that no engine, car or train shall cross said street at a greater speed than four miles an hour.

Attest:

WM. A. CRAFTS,
Clerk.

MAY 23, 1901.

Petition of the Lynn & Boston Railroad Company for Consent to the Construction and Maintenance of its Railway across the Tracks of the Boston & Maine Railroad upon Main Street in Wilmington, at the Same Level therewith.

It appearing, after due notice to parties in interest and a hearing, that the petitioner has been granted and has accepted a location for its railway tracks upon said highway, and has proceeded to construct its railway thereon; that under existing conditions public convenience and necessity reasonably require the temporary maintenance of a grade crossing of street railway and steam railroad tracks at this place, — it is

Ordered, That the consent of the Board be hereby given to the construction by the petitioner of its railway tracks across the railroad, at the same level therewith, upon Main Street in Wilmington, as shown upon a plan on file in this office, subject to the following conditions and regulations : —

1. There shall be but one street railway track across the railroad track.

2. The crossing shall be constructed and maintained by and at the expense of the street railway company, in a manner satisfactory to the railroad company, or, if the parties do not agree, in such manner as shall be prescribed by the Board.

3. The street railway company, in addition to other precautions and safeguards, shall at its own cost maintain at said crossing, during all that portion of the day and night within which it runs cars over said crossing, a competent man, whose sole business it shall be to see that the crossing and the overhead construction thereat are in good repair and working order, to keep informed of the running time of trains, and whether any train is overdue, and to give warning of any approaching engine, car or train. No street railway car shall cross the railroad except when and as he shall direct.

4. This right to maintain the railway track across the railroad tracks at grade shall cease upon the first day of June, 1904, and is to interfere in no wise with the abolition of the highway grade crossing before that time.

5. These conditions and regulations are subject to change from time to time.

Attest :

WM. A. CRAFTS,
Clerk.

MAY 24, 1901.

Petition of the New Bedford & Onset Street Railway Company for Consent to the Construc and Maintenance of its Railway across the Tracks of the New York, New Haven & Hartford Railroad in the Town of Mattapoisett, at the Same Level therewith.

It appeared, after due notice to parties in interest and a hearing, that the petitioner has been granted and has accepted a location for its railway tracks upon the highway within the town of Mattapoisett leading from that town to the town of Fairhaven, and has taken steps looking to the construction of its railway thereon; and that the railroad of the New York, New Haven & Hartford Railroad Company crosses this highway at grade. As the result of the consideration of various plans and suggestions, a plan for the construction of a suitable crossing under the railroad at this place has been agreed upon by the

representatives of the steam railroad and of the street railway corporations. Accordingly, it is —

Ordered, That the petition be dismissed without prejudice.

Attest:

WM. A. CRAFTS,

Clerk.

MAY 24, 1901.

Petition of the Blue Hill Street Railway Company for Consent to the Construction and Maintenance of its Railway across the Railroad operated by the New York, New Haven & Hartford Railroad Company upon Porter Street in the Town of Stoughton, at the Same Level therewith.

After due notice, a hearing was given to all parties interested in this petition. A view of the premises was subsequently taken.

Several express trains pass this place daily at a high rate of speed, and the view of approaching trains is seriously interrupted by the curves in the railroad. The difficulties of protecting a grade crossing under such circumstances are manifest.

Moreover, it would seem to be practicable, at no very great expense, to change the highway which now crosses the railroad at grade just north of Porter Street so that it would pass above the railroad premises. Such change would afford the street railway a route nearly as direct, and decidedly more desirable from the stand-point of safety and economy.

Taking into account all existing conditions, in the opinion of the Board, consent to the grade crossing as proposed by the petitioner ought to be refused, and accordingly it is —

Ordered, That the petition be dismissed.

Attest:

WM. A. CRAFTS,

Clerk.

JUNE 3, 1901.

Petition of the Milford & Uxbridge Street Railway Company for Consent to the Construction and Maintenance of its Railway across the Tracks of the Grafton & Upton Railroad in the Town of Hopedale.

It appearing, after due notice to all parties in interest and a hearing, that the petitioner has acquired the right to construct and maintain a railway over private lands in the town of Hopedale, and in connection therewith desires to construct and maintain its railway across the location of the Grafton & Upton Railroad at grade therewith; that under existing conditions public convenience and necessity reasonably require the maintenance of such grade crossing, — it is

Ordered, That the consent of the Board be hereby given to the construction by the petitioner of its railway track across the railroad, at the same level therewith, in the town of Hopedale, as shown upon a plan on file in this office. This consent is given upon the understanding that the railroad company agrees that it will operate its engines, cars and trains at the place in question at a speed not to exceed seven miles an hour; and, further, upon the following conditions: —

1. The crossing shall be constructed and maintained by and at the expense of the petitioner, in a manner satisfactory to the railroad company, or, if the parties do not agree, in such manner as shall be prescribed by the Board.

2. Every car upon approaching the crossing shall be stopped within one hundred feet therefrom, and the conductor of the car shall proceed to a point upon the railroad premises from which the best view of approaching trains can be obtained, and shall from such point direct the movement of the car, remaining there until the car shall have passed across the railroad track.

3. The right to maintain this grade crossing shall cease upon the first day of June, 1904.

4. These conditions and regulations are subject to change or revocation.

Attest:

WM. A. CRAFTS,

Clerk.

JUNE 25, 1901.

Petition of the New Bedford & Onset Street Railway Company for Consent to the Construction and Maintenance of its Railway across the Spur Tracks of the Railroad operated by the New York, New Haven & Hartford Railroad Company in the Town of Wareham.

It appearing, after due notice to parties in interest and a hearing, that the petitioner has been granted and has accepted a location for its railway track upon the highway leading from the main street of the town of Wareham to and across the highway bridge over the river at the place called the "Narrows"; that under existing conditions the public convenience and necessity reasonably require the maintenance of a grade crossing of the railway and steam railroad at this place, — it is

Ordered, That the consent of the Board be hereby given to the construction by the petitioner of its railway across the railroad, at the same level therewith, upon the highway above described, in the town of Wareham, as shown upon a plan on file in this office, subject to the following conditions and regulations: —

1. The crossing shall be constructed and maintained by and at the expense of the street railway company, in a manner satisfactory to the railroad company, or, if the parties do not agree, in such manner as shall be prescribed by the Board.

2. Every car upon approaching the crossing shall be stopped within one hundred feet therefrom, and the conductor of the car shall proceed to a point upon the railroad premises from which the best view of approaching trains can be obtained, and shall from such point direct the movement of the car, remaining there until the car shall have passed across the railroad track.

3. These conditions and regulations are subject to change or revocation.

Attest: WM. A. CRAFTS,
Clerk.

JULY 10, 1901.

*Petition of the Concord, Maynard & Hudson Street Railway Company
for Consent to the Construction and Maintenance of its Railway
across the Tracks of the Marlborough Branch of the Fitchburg
Railroad, now operated by the Boston & Maine Railroad, in the
Town of Maynard.*

It appearing, after due notice to all parties in interest and a hearing, that the petitioner has acquired the right to construct and maintain a railway in Main Street in the town of Maynard, and in connection therewith desires to construct and maintain its railway across the location of the Marlborough branch of the Fitchburg Railroad, at a point near the railroad station at Maynard; that under existing conditions public convenience and necessity reasonably require the maintenance of a temporary grade crossing at this place, — it is

Ordered, That the consent of the Board be hereby given to the construction by the petitioner of its railway across the railroad, at the same level therewith, in the town of Maynard, as shown upon a plan on file in this office, subject to the following conditions and regulations : —

1. The crossing shall be constructed by and at the expense of the street railway company, in a manner satisfactory to the railroad company, or, if the parties do not agree in regard thereto, in such manner as shall be prescribed by the Board.

2. The street railway company, in addition to other precautions and safeguards, required by law or rules and regulations, shall, at its own cost, maintain at said crossing, during all that portion of the day and night within which it runs cars over the same, a competent man, whose sole business it shall be to see that the crossing and the overhead construction thereat are in good repair and working order, to

be informed of the running time of trains, and whether any train is overdue, and to watch for and give warning of any approaching engine, car or train. No street railway car shall cross the railroad except when and as he shall direct.

3. This order is subject to revocation whenever, in the judgment of the Board, the public interests may require.

4. The right to maintain this grade crossing shall cease upon the first day of January, 1904.

Attest:

WM. J. McCULLOUGH,
Assistant Clerk.

JULY 23, 1901.

Petition of the Mayor and Aldermen of the City of Holyoke for the Consent of the Board to the laying out of a Highway over a Railroad at Grade therewith.

It appearing, after notice to all parties interested and a hearing, that, upon the petition of the mayor and aldermen of the city of Holyoke, the county commissioners of the county of Hampden have adjudged that public convenience and necessity require that a highway be laid out across certain spur tracks of the Connecticut River Railroad, now operated by the Boston & Maine Railroad, and of the Holyoke & Westfield Railroad, now operated by the New York, New Haven & Hartford Railroad Company, in Holyoke, and have authorized the city of Holyoke to lay out such highway at a level with the railroad, for the reason that public necessity so requires; and it being deemed that, under existing circumstances, permission ought to be given for the crossing of the railroad by such highway at grade therewith, — it is

Ordered, That the consent of the Board be hereby given to the laying out of the above-described highway across the above-named railroad tracks at a level therewith.

Attest:

WM. J. McCULLOUGH,
Assistant Clerk.

JULY 23, 1901.

Petition of Trustees of State Hospital at Tewksbury for Consent to Construction and Maintenance of a Railroad for Private Use for the Transportation of Freight across a Public Way in the Town of Tewksbury.

It appearing that the construction and maintenance of a railroad for private use in the transportation of freight, as desired by the petitioners, is consistent with the public interests, — it is

Ordered, That the consent of the Board be hereby given to the construction of a single railroad track for private use in the transporta-

tion of freight, to be operated by steam power, across and at the same level with the highway in the town of Tewksbury, to connect the State Hospital premises with the Boston & Maine Railroad.

This consent is granted upon the condition that a flagman shall display a flag by day and a lantern by night whenever an engine, car or train is approaching and passing over said crossing, and that no engine, car or train shall pass over the same at a greater speed than four miles an hour.

Attest: WM. J. McCULLOUGH,
Assistant Clerk.

JULY 23, 1901.

Petition of the Lawrence & Reading Street Railway Company for Extension of Time for maintaining Grade Crossing of Boston & Maine Railroad on Main Street in North Reading.

On the petition of the Lawrence & Reading Street Railway Company, after due notice to all parties interested and a hearing, — it is

Ordered, That the period during which the petitioner was authorized to maintain a crossing of its railway over the Boston & Maine Railroad, at a level therewith, upon Main Street in North Reading, under the order of this Board dated July 26, 1900, be extended from the time therein named until the first day of January, 1902.

Attest: WM. J. McCULLOUGH,
Assistant Clerk.

JULY 23, 1901.

Petition of the Lexington & Boston Street Railway Company for Extension of Time for maintaining Grade Crossing of Boston & Maine Railroad on Concord Road in West Bedford.

On petition of the Lexington & Boston Street Railway Company, — it is

Ordered, That the consent of the Board is hereby given to the continued maintenance by the Lexington & Boston Street Railway Company of its railway across the tracks of the Boston & Maine Railroad, at a level therewith, on Concord Road in West Bedford, subject to the express conditions, limitations and restrictions set forth in the order of this Board authorizing the construction and maintenance of said crossing, dated June 22, 1900, until the first day of January, 1902.

Attest: WM. A. CRAFTS,
Clerk.

JULY 26, 1901.

Petition of Fred E. Cottle for Consent to the Construction of a Railroad for Private Use across Conn Street in the City of Woburn.

It appearing, after due notice to all parties interested and a hearing, that no objection exists to the construction of the proposed railroad, and that the maintenance of the same across the travelled way for the purposes intended is consistent with the public interests, — it is

Ordered, That the consent of the Board be hereby given to the construction by the petitioner of a railroad track, for private use in the transportation of freight, to be operated by steam power, across Conn Street in the city of Woburn, at the same level with said street, as authorized by the city council of the city of Woburn, and adjudged to be necessary by the county commissioners of the county of Middlesex, the said track to be located and constructed as shown upon a plan in this office.

This consent is given upon the condition that in the use of said crossing a flagman shall display a flag by day and a lantern by night whenever an engine, car or train approaches and passes over said crossing, and that no engine, car or train shall cross said street at a greater speed than four miles an hour.

Attest:

WM. J. McCULLOUGH,

Assistant Clerk.

SEPTEMBER 20, 1901.

Petition of Charles G. Beldon & Company for Consent to the Construction of a Railroad for Private Use in the Transportation of Freight across a Public Way in the City of Quincy.

It appearing that the construction and temporary maintenance of a railroad for private use in the transportation of freight as desired is not inconsistent with the public interests, — it is

Ordered, That the consent of the Board be hereby given to the construction by the petitioners of a single railroad track, for private use in the transportation of freight, to be operated by steam power, across and at the same level with Palmer Street near the junction of Sea Street in the city of Quincy, such track to be maintained for the period ending January 1, 1902.

This consent is granted upon the condition that the petitioners shall erect and maintain suitable gates for the protection of this crossing.

Attest:

WM. J. McCULLOUGH,

Assistant Clerk.

SEPTEMBER 24, 1901.

Petition of the Norton & Taunton Street Railway Company for Consent to the Construction and Maintenance of its Railway at Grade across the Railroad operated by the New York, New Haven & Hartford Railroad Company in Attleborough.

The location of the proposed crossing is at the terminus of the street railway. It is the wish of the petitioner to extend its route a short distance, for the greater accommodation of its patrons in taking and leaving its cars in Attleborough, — a plan to be carried out in the public as well as in the private interest, if it can be done with due consideration for safety in travel. The special objections to a grade crossing here are the curves in the railroad, which limit on both sides the view of approaching trains, and the fact that, while passenger trains regularly stop at the neighboring depot, many freight trains do not stop there, but, owing to the nature of the grade of the railroad in this locality, pass at a considerable rate of speed and at irregular intervals. Under such conditions, we must decline to consent to a crossing of railroad and railway at grade. It is therefore —

Ordered, That the petition be dismissed.

Attest :

WM. A. CRAFTS,

Clerk.

OCTOBER 21, 1901.

Petition of the Selectmen of the Town of Sterling for Additional Safeguards at a Railroad Crossing.

It appearing, after notice to all interested parties and a hearing, that the better security of human life and the convenience of the public travel so require, — it is

Ordered, That the Boston & Maine Railroad shall, during the months of June, July and August, during that portion of the day from the time of the passing of the first passenger train in the morning until the passing of the last passenger train at night, station and maintain a flagman at the crossing of its road with the highway at Sterling Junction in the town of Sterling, known as the Gates crossing, who shall display a flag by day and a lantern by night whenever an engine or a train passes.

Attest :

WM. A. CRAFTS,

Clerk.

NOVEMBER 13, 1901.

Petition of the Westborough & Hopkinton Street Railway Company for Consent to the Construction and Maintenance of its Railway across the Railroad operated by the New York, New Haven & Hartford Railroad Company, in Main Street in the Town of Hopkinton, at the Same Level therewith.*

It appearing, after due notice to all parties interested and a hearing, and a view of the premises, that the petitioner has been granted and has accepted a location for the tracks of its railway upon said highway, and has proceeded to construct its railway thereon; that, under existing conditions, public convenience and necessity require the maintenance of a grade crossing of street railway and steam railroad at this place, — it is

Ordered, That the consent of the Board be hereby given to the construction by the petitioner of its railway across the railroad, at the same level therewith, in Main Street in the town of Hopkinton, as shown upon a plan on file in this office, subject to the following conditions and regulations: —

1. There shall be but one street railway track across the tracks of the railroad.

2. The crossing shall be constructed and maintained by and at the expense of the street railway company, in a manner satisfactory to the railroad company, or, if the parties do not agree, in such manner as shall be prescribed by the Board.

3. The street railway company, in addition to other precautions and safeguards, shall at its own cost maintain at said crossing, during all that portion of the day and night within which it runs cars over said crossing, a competent man, whose sole business it shall be to see that the crossing and the overhead construction thereat are in good repair and working order, to keep informed of the running time of trains, and whether any train is overdue, and to give warning of any approaching engine, car or train. No street railway car shall cross the railroad except when and as he shall direct.

4. This right to maintain the railway track across the railroad tracks at grade shall cease upon the first day of January, 1905.

5. This order is subject to revocation, and these conditions and regulations are subject to change from time to time.

Attest:

WM. A. CRAFTS,

Clerk.

NOVEMBER 22, 1901.

Petition of the East Taunton Street Railway Company for an Extension of Time for Maintenance of a Temporary Grade Crossing.

It appearing that, for good and sufficient reasons, the work of abolishing the highway grade crossing described in the order of the Board dated April 26, 1901, has not yet been completed, and that further time is reasonably required for the same, — it is

Ordered, That the consent of the Board be hereby given to the maintenance of a crossing of the railway of the petitioner with the railroad operated by the New York, New Haven & Hartford Railroad Company, at the same level therewith, in Middleborough Avenue in the city of Taunton, at the place in question, for the further period ending with the first day of July, 1902.

Attest: WM. J. McCULLOUGH,
Assistant Clerk.

DECEMBER 2, 1901.

Petition of the Mayor and Aldermen of the City of Springfield for Consent to a Crossing of a Highway and Railroad at the Same Level.

It appearing, at a hearing of which due notice was given, and at which the New York, New Haven & Hartford Railroad Company was present and assented to the granting of the petition, that the existing conditions warrant the same, — it is

Ordered, That the consent of the Board be hereby given to the change in the crossing of Sumner Avenue over the railroad operated by the New York, New Haven & Hartford Railroad Company, in the manner described in the form of decree on file with this petition.

Attest: WM. J. McCULLOUGH,
Assistant Clerk.

DECEMBER 27, 1901.

Cost of abolishing Grade Crossings.

In the matter of the abolition of the grade crossings of the Boston & Maine Railroad and certain public ways in the town of Salisbury, to wit, at Elm Street, Lafayette Road and Gerrish Road, by the special commission appointed by the superior court, an estimate of the total cost of the abolition of said grade crossings having been submitted to the Board and duly considered, —

The Board hereby certify that in their judgment the expenditure on the part of the Commonwealth under this and certificates previously issued agreeable to section 11 of chapter 428 of the Acts of

1890 will not exceed the limit prescribed by said act, as amended by chapter 439 of the Acts of 1896. (Estimated cost, \$90,577.)

Attest: WM. A. CRAFTS,

Clerk.

JANUARY 3, 1901.

Similar certificates have been granted as follows: —

April 11, 1901, New London Northern Railroad (Central Vermont Railway Company, lessee), with County Road in Northfield. Estimated cost, \$9,534.

June 11, 1901, Boston & Maine Railroad, with Winthrop Avenue in Revere. Estimated cost, \$83,200.

June 24, 1901, Old Colony Railroad (New York, New Haven & Hartford Railroad Company, lessee), with Middleborough Avenue in Taunton, known as Chace's Crossing. Estimated cost, \$26,377.

June 25, 1901, Boston & Albany Railroad, with Whip Shop Crossing, Cooper Crossing, Smith Crossing, Knox Crossing, Snow Crossing and Otis Crossing, in Chester. Estimated cost, \$60,000.

July 30, 1901, Ware River and New London Northern railroads, with Springfield Road in Palmer. Estimated cost, \$16,000.

PLEASURE RESORTS.

Petition of the Milford, Attleborough & Woonsocket Street Railway Company for Approval of the Acquisition of Certain Real Estate for Use as a Pleasure Resort.

It appearing, after public notice and a hearing, that the acquisition and maintenance of such pleasure resort as is contemplated is consistent with the public interest, — it is

Ordered, That the approval of the Board be hereby given to the acquisition by the said Milford, Attleborough & Woonsocket Street Railway Company, at a price not to exceed \$5,200, of two certain tracts of land, with all buildings and improvements thereon, situate in the town of Bellingham, and particularly described in the copies of deeds and upon a plan entitled “Plan of Hoag Pond,” prepared by S. C. Taft, M.E., and dated May, 1900, said copies and plan being upon file in this office, the real estate so acquired to be held and used only for purposes of recreation and as a pleasure resort.

Attest :

WM. A. CRAFTS,

Clerk.

JANUARY 2, 1901.

Petition of the Marlborough & Westborough Street Railway Company for the Approval of the Acquisition by Said Company of Certain Real Estate for Use as a Pleasure Resort.

It appearing, after public notice and a hearing, that the acquisition and maintenance of such pleasure resort as is contemplated is consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the acquisition by the said Marlborough & Westborough Street Railway Company, at a price not to exceed \$7,500, of a certain tract of land, with all buildings and improvements thereon, situate near Lake Chauncey in the town of Westborough, and further described upon a plan of the same upon file in this office, the real estate so acquired to be held and used only for purposes of recreation and as a pleasure resort.

Attest :

WM. A. CRAFTS,

Clerk.

JUNE 28, 1901.

FARES.

Petition of William C. Phillips and Others, Citizens of Billerica, for Reduction of Fares upon the Lowell & Suburban Street Railway.

It appearing, after due notice and a hearing, that the desired reduction in fare has been secured in connection with the approval by the Board of the purchase of the Lowell, Lawrence & Haverhill Street Railway by the Lynn & Boston Railroad Company, and that therefore there is no need of further action in this matter, — it is

Ordered, That the petition be dismissed without prejudice.

Attest :

WM. A. CRAFTS,

Clerk.

MAY 2, 1901.

Petition of the Mayor and Aldermen of Northampton for Change in Fares upon the Northampton and the Holyoke Street Railways.

The Board is asked to recommend that two independent companies, operating railways in the city of Northampton, enter into an agreement which shall provide for a five-cent fare over a route a part of which is covered by one company and a part of which is covered by the other.

These companies each render for a five-cent fare a service similar to that usually offered at the same rate. There is no claim that either company is upon its own railway charging an extortionate or unreasonable fare. The petitioners seek to compel a joint-rate contract between them which would secure additional privileges for a five-cent fare.

The Board has never assumed jurisdiction in such cases, and must decline, under the circumstances of this case, to undertake such control over the contract relations between separate companies. It is therefore —

Ordered, That the petition be dismissed.

Attest :

WM. A. CRAFTS,

Clerk.

OCTOBER 21, 1901.

Petition of the Selectmen of Spencer for Recommendation that there be a Reduction in Fare upon the Worcester Consolidated Street Railway.

The street railway fare between Spencer and Worcester is 20 cents. The petitioners claim that this is an unreasonable rate, and so it would seem, when compared with other rates of fare for what would appear to be similar service.

The final cost of construction of this branch of the system was unusually large, owing to the physical difficulties to be overcome in making a suitable roadbed, and to the fact that the original construction was of such a cheap and unsatisfactory nature as to necessitate a more expensive reconstruction. It is urged that the consolidation of the Worcester & Suburban Railway, of which this was a part, with the other railways in and around Worcester, has been but recently effected; and that, before the question of reduction of fares is determined, the effect of this consolidation in respect to revenue should be fairly placed before and considered by the Board. This cannot be done, it is claimed, until the management has operated the consolidated system a considerably longer time than has yet elapsed. We think that there is force in this argument. Some benefits have admittedly been derived by the public from the consolidation. In view of this, and of the fairness of the argument that a question, the decision of which may affect the revenue of the company, ought to be considered in the light of results from actual operation, we believe that our decision in this case ought to be postponed for the period of a financial year. It is therefore —

Ordered, That the hearing be adjourned to the second Monday of November, 1902, at which time the Board must recommend a readjustment of fares, unless the company can then show that such action would be unjustifiable in the light of facts proved in the operation of the railway.

Attest :

WM. J. McCULLOUGH,

Assistant Clerk.

DECEMBER 9, 1901.

STATIONS.

*Petition of the Old Colony Railroad Company for the Approval of a
Relocation of a Passenger Station in the Town of Yarmouth.*

It appearing, after due notice and a hearing, that the selectmen of Yarmouth have duly approved of the removal of the station of the Old Colony Railroad Company known as the South Yarmouth station from its present site to a place on the same side of the railroad tracks and westerly of its present location about one and four-tenths miles, so that the station as relocated shall be near and easterly from Quaker Road, so called, in said town, and that such change is consistent with the public interests, — it is

Ordered, That the approval of the Board be hereby given to the proposed relocation, as above described and as shown upon a plan on file in this office.

Attest:

WM. A. CRAFTS,

Clerk.

JULY 19, 1901.

LOCATIONS.

Petition of the Revere & Winthrop Street Railway Company for Approval of Locations in Winthrop, notwithstanding the Protests filed by Owners of Abutting Real Estate.

Upon the facts presented at the public hearing, the Board is satisfied that the owners of real estate abutting upon Shirley and upon Main streets, in the town of Winthrop, are entitled to be heard upon their protests, but that those owners of real estate interested in the other protests filed against locations granted to the petitioner in this town have not brought themselves within the provisions of the statute.

The location granted to the petitioner in Shirley Street is, in the opinion of the Board, invalid, in part, for the reason that the petition and publication of notice are insufficient to warrant the selectmen in making this grant of location. Accordingly, as a matter of law and in the application of what it believes to be a proper public policy, the Board declines to approve the location in this street.

As to the location in Main Street, there does not appear to be sufficient ground in the public interest for approving it against the protest of the owners of abutting real estate. Had this street railway enterprise a different standing in other respects, the views of the Board as to the effectiveness of the protest upon Main Street might be different from those now entertained. As it is, we find a street railway company which, if this location were approved, would have only a fragment of the railway contemplated in its organization, and a status so imperfect as to make it improper for the Board, acting according to precedent, to grant it a certificate of compliance.

Under the circumstances, the Board does not believe that the public interest requires its approval of the petition, and accordingly it is —

Ordered, That the petition be dismissed.

Attest :

WM. A. CRAFTS,

JANUARY 2, 1901.

Clerk.

Petition of the West End Street Railway Company by its Attorney, the Boston Elevated Railway Company.

After public notice and a hearing, it is —

Ordered, That the following grants of electric rights, viz. : certain orders granted by the board of selectmen of the town of Arlington, —

giving electric rights on double tracks on Massachusetts Avenue, near Sucker Brook, to terminus of present location, with curves and cross-overs into existing car house, also into proposed car house; and curves connecting existing tracks on Massachusetts Avenue, with tracks to be built on Medford Street, also cross-connections on Massachusetts Avenue near Medford Street; certain order granted by the board of aldermen of the city of Medford, — granting electric rights on double tracks on Middlesex Avenue from Somerville line northerly to Malden line; certain order granted by the board of aldermen of the city of Somerville, — pole location on Broadway, near Clarendon Hill car house; certain orders granted by the board of selectmen of the town of Watertown, — attach wires to pole of New England Telegraph and Telephone Company on Galen Street, opposite Watertown Street, joint use; attach wires to pole Newton & Watertown Gas Light Company, on westerly side of Galen Street, at intersection of Water Street, joint use; pole location on Galen Street, near Watertown Street, — be and the same are hereby approved.

Attest: WM. A. CRAFTS,
Clerk.

JANUARY 22, 1901.

Petitions of the Waltham Street Railway Company for the Approval by the Board of Certain Locations for Tracks granted to it upon Main Street, Beaver Street, Quince Street and Linden Street in the City of Waltham.

It appearing, after public notice and a hearing, that the statutory notice required to be given before action can be taken by a board of aldermen upon a petition for the location for the tracks of a street railway was not in fact given in connection with the petitions for any of the locations in question, — it is

Ordered, That the approval of the Board of the locations for street railway tracks granted by the mayor and board of aldermen to the Waltham Street Railway Company in Main Street, Beaver Street, Quince Street and Linden Street, in the city of Waltham, be hereby refused.

Attest: WM. J. McCULLOUGH,
Assistant Clerk.

MARCH 4, 1901.

Petition of the Lawrence & Reading Street Railway Company for the Approval of a Location upon Main Street in the Town of Andover.

It appearing, after public notice and a hearing, that the operation of a railway over this location, as granted to the petitioner by the

selectmen, would seriously interfere with the safety and convenience of operation of an existing railway in said street, and, in the opinion of the Board, it would be against a sound public policy to permit the operation of a street railway under such conditions, — it is

Ordered, That the approval of the Board of the location granted to the petitioner for tracks in Main Street from the terminus of its tracks to Elm Street, in the town of Andover, be refused.

Attest:

WM. A. CRAFTS,

Clerk.

MARCH 8, 1901.

*Petition of the Worcester & Milford Street Railway Company for a
Location of its Tracks in the Town of Hopedale.*

The petitioner is a street railway company, in process of organization under the general law.

It appears that the selectmen of Hopedale, in giving this company leave to withdraw upon its application for a location of its tracks in Hopedale, took action upon the day of the hearing without a full consideration of the merits of the matter, at the suggestion of the petitioner that such entry should be made, and with the intimation that a new petition might be presented to the incoming board of selectmen, which was to be elected at the town meeting to be held the next day.

We are of the opinion that under these circumstances there has been no such action by the selectmen of Hopedale as would warrant the Board in assuming jurisdiction under section 14, chapter 578, Acts of 1898. It was not the intention of the Legislature that this Board should be a substitute for the local board by agreement of parties and without regular proceedings under the statute. The manifest advantages of having locations fully considered by local boards are not to be disregarded. The jurisdiction of this Board, we believe, should be strictly confined to cases where the selectmen or aldermen have acted upon the question of locations after full deliberation, or have failed to pass upon it for the period of the three months named in the statute. In this instance the local board has neither fully considered the matter and refused a grant as the result of such consideration, nor assumed an attitude of default by declining to act for a period of three months.

In accordance with these views, — it is

Ordered, That the petitioner have leave to withdraw.

Attest:

WM. A. CRAFTS,

Clerk.

APRIL 4, 1901.

Petition of the Selectmen of North Andover for a Recommendation that there be a Relocation of the Lowell, Lawrence & Haverhill Street Railway in North Andover, near the Station of the Boston & Maine Railroad.

A hearing was given upon this petition, at which it was contended by the Boston & Maine Railroad and by the Lowell, Lawrence & Haverhill Street Railway Company that the relocation prayed for was undesirable. Aside from the question whether the Board has authority to act in this matter, in view of the provisions of chapter 578, Acts of 1898, relating to relocation of street railway tracks, and in view of the objections raised to the proposed change of railway, the Board is of the opinion that under existing conditions it ought not to make any recommendation in the premises. It is accordingly —

Ordered, That the petition be dismissed.

Attest:

WM. A. CRAFTS,
Clerk.

JULY 10, 1901.

Petition of the West End Street Railway Company by the Boston Elevated Railway Company, its Attorney.

After public notice and a hearing, — it is

Ordered, That the approval of the Board be hereby given for the locations granted by the board of aldermen of Boston, numbered 211, 212, 214, 215, 216, in the record of locations in Boston; also, for permission to attach span wires to poles of New England Telephone and Telegraph Company on Washington Street, Ward 23, and permission to Brockton Street Railway Company (now Old Colony Street Railway Company) to attach trolley wires to said span wires; also permission granted by aldermen of Malden to attach trolley wires to span wires of the Lynn & Boston Railroad on Salem Street, Malden; also, joint use of poles of Malden Electric Company; also, for pole on Salem Street, Malden; also, for joint use of poles of Malden Electric Company in Everett and of poles of New England Telephone Company of Massachusetts; also, for location of five poles in Ferry Street, Everett; also, for pole location on north side of Broadway, Cambridge; also, for joint use of poles of Malden Electric Company of Malden, on Boston Avenue, Medford.

Attest:

WM. A. CRAFTS,
Clerk.

JULY 10, 1901.

Petition of the Essex County Street Railway Company for a Location in the Town of Boxford.

The petition is founded upon section 14, chapter 578, Acts of 1898, which authorizes this Board to grant a location for the tracks of a street railway in certain cases where such location has been refused by the local board.

The petitioner, in proceedings duly brought before the selectmen of Boxford, asked for a location through that town to connect its railway in adjoining towns. The selectmen refused to grant a location, for the reason that, in their judgment, the route of the railway through Boxford ought to be a different one, in order to accommodate the larger number of townspeople. The question is, whether the action of the selectmen should be overruled, and the location which they refused given to the petitioner.

It seems that a route somewhat less direct than the one proposed by the railway company would afford a convenient service to residents in one of the village centres of Boxford. It is true that other towns which this railroad serves have a just interest in a direct and short route. We believe, however, that, in view of the fact that the accommodation of local travel does not involve unreasonable expense to the company or disproportionate inconvenience to other travel, the needs of those persons who live along the route through Boxford outweigh consideration for quick express service between other towns. A principal feature of the usefulness of a street railway is still the accommodation rendered from place to place along the highways over which it passes, even though it may interfere with the making of rapid time for through travel. As we think that a different route from that proposed by the petitioners would be better adapted to the circumstances of the case, — it is

Ordered, That the petition for the approval of the location refused by the selectmen be dismissed.

Attest:

WM. A. CRAFTS,

Clerk.

OCTOBER 18, 1901.

Petition of the West End Street Railway Company by its Attorney, the Boston Elevated Railway Company.

Ordered, That the approval of the Board is hereby given for the following locations of tracks, poles, electric rights and joint use of poles with other companies, granted by the municipal authorities of Boston, Brookline, Cambridge, Everett, Medford and Somerville, and by the Park Commissioners of Boston and the Metropolitan Park Commission: —

Five poles on Columbia Road, near the New York, New Haven & Hartford Railroad bridge, in Dorchester; terra-cotta pipe conduit in Columbia Road, in Dorchester; one pole in Charlestown Playground; one pole on Revere Beach Parkway, Broadway, in Everett; five poles on Broadway at Revere Beach Parkway, in Everett, No. 31-5, with electric rights; one pole on Elm Street at Madison Avenue in Everett, said pole to be substituted for pole there situate, No. 32-5, with electric rights; one pole on Beacon Street, in Brookline, near Harvard Street, No. 41-9; terra-cotta pipe conduit with number of ducts on Washington Street, in Brookline, from Boston & Albany Railroad bridge to junction of Harvard and Washington streets, and continuing on Harvard Street to a point about half-way between Kent Street and Webster Place, also on Washington Street to Thayer Street, with necessary man-holes and appliances, No. 40-9; four poles on west side of Massachusetts Avenue, in Cambridge, north of Harvard Bridge, with electric rights, No. 45-1; pole on High Street at Boston Avenue, West Medford, with electric rights, No. 17-6; iron poles on the northerly side of Boston Avenue, Somerville, instead of wood, No. 40-4, with electric rights; six iron poles in Cross and Medford streets, in Somerville, with electric rights, No. 42-4; attach wires to one pole of the Somerville Electric Light Company, corner of Cross and Pearl streets, in Somerville, joint use, No. 83-3.

Attest:

WM. J. McCULLOUGH,

Assistant Clerk.

NOVEMBER 25, 1901.

*Petition of the Newtonville & Watertown Street Railway Company for
Approval of a Location in the Town of Watertown.*

After due notice to all parties interested and a hearing, — it is

Ordered, That the approval of the Board be hereby given to the order of the board of selectmen of the town of Watertown dated July 24, 1901, granting to the Newtonville & Watertown Street Railway Company, in connection with a location for an additional turn-out on North Beacon Street, west of Beechwood Avenue, in the town of Watertown, a right to establish and maintain the overhead single trolley electric system of motive power in the operation of its cars upon said track. It is further —

Ordered, That permission be hereby given to make such underground and surface alterations in the street as may be necessary for establishing and maintaining an electric overhead system of motive power for the operation of the railway upon the location aforesaid.

Attest:

WM. J. McCULLOUGH,

Assistant Clerk.

DECEMBER 5, 1901.

SUNDAY TRAINS AND BOATS.

Regular Sunday Trains on the New York, New Haven & Hartford Railroad.

On the application of the general superintendent of the New York, New Haven & Hartford Railroad Company, eastern district, — it is

Ordered, That the Board authorize the running by the New York, New Haven & Hartford Railroad Company, on the Lord's day, during the year 1901, of the regular trains specified in the schedule, dated December 21, 1900, on file with the petition in the office of the Board, but upon the following express conditions, viz. : —

1. That no one of said trains shall be run in whole or in part as a special or excursion train.

2. That the fares charged or collected on said trains shall in no case be less than the fares charged on regular week-day trains between the same stations or points on the lines of said railroad, including any connecting steamboat lines.

Ordered, That all votes or orders heretofore passed by the Board authorizing the running of trains on the Lord's day on any of the lines of the said railroad are hereby revoked.

Attest :

WM. A. CRAFTS,
Clerk.

JANUARY 23, 1901.

By similar orders, schedules of regular Sunday trains, deemed to be necessary for the public accommodation, have been authorized by the Board on the Boston & Albany Railroad (New York Central & Hudson River Railroad Company, lessee), the Boston & Maine Railroad and the Boston, Revere Beach & Lynn Railroad.

Special Sunday Trains for St. Michael Autonomic Beneficent Association.

On the application of Anthony George, a committee of the St. Michael Autonomic Beneficent Association, incorporated, — it is

Ordered, That the New York, New Haven & Hartford Railroad Company is hereby authorized to run a special train from New Bedford to Providence and return, and a special train from Taunton to Providence and return, on Sunday, May 12, 1901, for the exclusive use of the St. Michael Autonomic Beneficent Association and their families, for the purpose of attending their annual religious meeting: *provided, however*, that said train shall not be run as a public excursion train.

Attest: WM. A. CRAFTS,
Clerk.

MAY 6, 1901.

Special Sunday Train for Brotherhood of Locomotive Firemen.

On the application of the Bay State Lodge, No. 73, of the Brotherhood of Locomotive Firemen, — it is

Ordered, That the New York, New Haven & Hartford Railroad Company is hereby authorized to run a special train from Worcester to Crescent Park, Rhode Island, and return, on Sunday, August 18, 1901, for the use of the aforesaid lodge, and not as a public excursion train. Said train is authorized for the reason that it is for the benefit of the relief fund of the lodge, and that the members cannot unite in such excursion on any day but Sunday.

Attest: WM. A. CRAFTS,
Clerk.

JULY 12, 1901.

Special Sunday Train for Order of Railway Conductors.

On the petition of a committee of Division 237, Order of Railway Conductors, of Worcester, — it is

Ordered, That the New York, New Haven & Hartford Railroad Company is hereby authorized to run a special train on Sunday, August 11, 1901, from Worcester to Crescent Park, Rhode Island, for the exclusive use of the members of said division and order and their friends, but not as a public excursion train. Said train is authorized for the reason that it is to be run for the benefit of the sick and disabled members of the order.

Attest: WM. A. CRAFTS,
Clerk.

JULY 18, 1901.

A number of other special Sunday trains have been authorized by the Board in the course of the year, for what were deemed to be good and exceptional reasons.

Petition of the Providence, Fall River & Newport Steamboat Company for Authority to run Steamboats on the Lord's Day between the City of Fall River, in This State, and the City of Newport, Narragansett Pier and Block Island, All in the State of Rhode Island.

It appearing to the Board, upon due consideration, that the public necessity, convenience, health and welfare may reasonably require such authority to be given, under proper regulations and restrictions, — it is

Ordered, That authority be hereby given to the Providence, Fall River & Newport Steamboat Company to run, during the year 1901, one steamboat in the forenoon, from Fall River to Newport, thence continuing to Block Island, or connecting at Newport with another regular steamboat run by said company from Newport to Block Island; and also to run one steamboat in the afternoon, from Block Island to Newport, thence continuing to Fall River, or connecting at Newport with the first-mentioned steamboat on its return trip from Newport to Fall River, upon the following conditions: —

1. Such boats shall not touch nor receive or discharge passengers at any intermediate point between Fall River and Block Island, excepting Newport and Narragansett Pier, either going or returning, and shall be run during such portion of the year only as regular week-day boats are run on the route aforesaid.

2. The fares and ticket rates charged or collected for transportation on said boats shall in no case be less than the regular week-day fares and rates charged or collected by said company for transportation between the same points on said route.

3. No spirituous or malt or other intoxicating liquor shall be sold or furnished by said company, or shall be allowed to be sold or furnished by any person, on said boats or on any grounds or premises owned or controlled by said company at which said boats land or touch; and no gaming or other unlawful sport shall be permitted thereon.

4. No person who is under the influence of liquor, or who is noisy, disorderly, profane or indecent in language or behavior, shall be allowed to ride on said boats; and no offensive conduct of any kind shall be permitted thereon.

5. The authority hereby given may be revoked at any time, in the discretion of the Board, without previous notice to said company.

Attest:

WM. A. CRAFTS,

Clerk.

APRIL 26, 1901.

Petition of the Agent and Treasurer of the New Bedford, Martha's Vineyard & Nantucket Steamboat Company.

Ordered, That authority be hereby given to the New Bedford, Martha's Vineyard & Nantucket Steamboat Company to run a special steamboat from Nantucket, around the harbor and return, on Sunday, July 21, 1901, for the sole accommodation of citizens of Nantucket desiring to view the warships in the harbor, and who cannot join for such purpose on any other day, but upon the following conditions : —

1. No spirituous or malt or other intoxicating liquor shall be sold or furnished by said company, or shall be allowed to be sold or furnished by any person, on said boat; and no gaming or other unlawful sport shall be permitted thereon.

2. No person who is under the influence of liquor, or who is noisy, disorderly, profane or indecent in language or behavior, shall be allowed to ride on said boat; and no offensive conduct of any kind shall be permitted thereon.

Attest : WM. A. CRAFTS,

Clerk.

JULY 11, 1901.

Petition of the Agent and Treasurer of the New Bedford, Martha's Vineyard & Nantucket Steamboat Company.

Ordered, That authority be hereby given to the New Bedford, Martha's Vineyard & Nantucket Steamboat Company to run a special steamboat from Nantucket, around the harbor and return, on Sunday, August 11, 1901, for the sole accommodation of citizens of Nantucket desiring to view the warships in the harbor, and who cannot join for such purpose on any other day, but upon the following conditions : —

1. No spirituous or malt or other intoxicating liquor shall be sold or furnished by said company, or shall be allowed to be sold or furnished by any person, on said boat; and no gaming or other unlawful sport shall be permitted thereon.

2. No person who is under the influence of liquor, or who is noisy, disorderly, profane or indecent in language or behavior, shall be allowed to ride on said boat; and no offensive conduct of any kind shall be permitted thereon.

Attest : WM. J. McCULLOUGH,

Assistant Clerk.

AUGUST 7, 1901.

MISCELLANEOUS.

BOSTON ELEVATED RAILWAY.

To the Board of Railroad Commissioners,

Hon. JAMES F. JACKSON, *Chairman.*

GENTLEMEN:—As consulting engineer to the Board in relation to the Boston Elevated Railway, I submit the following report for the year 1901.

No plans for extensions have been presented to the Board for approval during the year. Several plans showing changes from plans already approved have been presented to the Board, with petitions that the new plans be approved in place of those which had previously received the approval of the Board. The new plans presented as above notice and the dates of the petitions accompanying the same are as follows:—

A petition dated March 8, 1901, with plans numbered 20908 and 20909, dated February 19, 1901, showing form and method of construction of fences in the subway, also changes in the location of the conductor or third rail in the subway. These plans show modifications of four plans approved at an earlier date. The petition was granted and the plans approved.

A petition dated May 10, 1901, with plan numbered 20232, dated April 29, 1901, showing the form, method of construction and location of a proposed station at Thompson Square in Charlestown, being a modification of plans numbered 20224 and 20228, approved by the Board at earlier dates. The petition was granted and the plan approved.

Reports made.

Reports have been made by me to the Board during the year as follows:—

Annual report for the year 1900.

January 22. Report on the form and method of placing proposed guards or warning signs for the conductor or third rail, with plans numbered 20905, 20906 and 20907.

June 6. Report on examination of main line, with regard to its completion for public travel and the granting of a certificate by the Board.

June 7. Report regarding the proposed building of fences on the outer edges of passenger platforms.

June 7. Report on the condition of tracks and platforms in the subway, where changed to meet the new conditions of operation.

June 10. Report having delivered the certificate of the Board approving the opening of the main line to public travel, the work required by the Board having been done.

June 12. Report on the location of the conductor or third rail at station platforms.

July 20. Report on examination of the Atlantic Avenue loop line, with regard to its completion for public travel and the granting of a certificate by the Board.

July 20. Report on fences between tracks in the subway.

October 10. Report on investigations regarding falling particles of iron or steel, with sources and causes of same.

October 14. Report on examination of structure and tracks on the extension on Washington Street, from Dudley Street to a point near Guild Street, with regard to its completion for public travel and the granting of a certificate by the Board.

October 19. Report on rolling stock, operation, wear of track and other features.

Progress during the Year.

On the extension on Washington Street, the location and plans of which were approved by the Board in November, 1900, a large proportion of the foundations for posts have been prepared, but no other work has been done beyond Guild Street.

The structure and tracks on the main line, with such changes in the subway as were rendered necessary by the use of rolling stock of a different character from that used on the surface lines, was so far completed that the certificate of the Board, permitting the company to use that portion of its railway for the transportation of passengers, was delivered on June 10. The regular running of trains on the main line was begun on the same date.

Work on the Atlantic Avenue loop line was continued until August, when the certificate of the Board was issued to the company authorizing it to open this portion of its railway for the transportation of passengers. The regular running of trains on the loop line was begun on August 22.

A very complete system of signals was designed and installed before the railway was opened for public travel. This system comprises signals of two kinds: the block signals, dividing the line into blocks or sections, for the purpose of keeping apart trains going in the same direction; and the interlocking signals at junction points and stations, particularly at terminal stations, designed to prevent inter-

ference of trains at those points where trains moving in opposite directions are obliged to use the same tracks or switches. There is also an interlocking system in connection with the drawbridge at Charles River. The signals are of the pneumatic electric type, the block signals being automatic in their action.

At some of the stations, especially at those in the subway, it was difficult to finish the alterations rendered necessary by the use of the new type of rolling stock until after the running of trains had begun; such changes were, however, completed promptly.

At the time of opening the railway to public travel nearly all of the stations contemplated and noted in the annual report of last year had been so far completed that little inconvenience to public travel was felt.

The station at Thompson Square, the plans for which, together with those showing proposed changes in the structure, had been approved by the Board in December, 1899, has been begun and some progress made towards its completion. It will probably be ready for the summer travel in 1902.

At Pleasant Street the plans approved by the Board for a permanent station have not yet been carried out. A temporary station has been placed at this point, for use until such time as the permanent accommodations can be provided. The platforms are covered, and of permanent character.

The bridge over Causeway Street at the North Station, as provided for in the plans approved by the Board, has not yet been built.

The power station at Lincoln's wharf was so far completed at the time of opening the railway for public travel that power was furnished from it. The boilers, engines and generators for two units of four thousand horse-power each have been put into service, and a third of equal power is now being installed. The engines and generators are of the direct-coupled type, the boiler furnaces equipped with automatic stokers. The coal wharf and storage buildings, with coal-handling appliances, are not yet ready for use, but are expected to be finished early next year.

The two storage batteries noted in my last annual report, which were to be placed near Pleasant Street and the North Station, have not been installed, it being considered by the company not advisable to attempt the use of storage batteries at present.

The cars adopted and now in use are strong and comfortable, with platforms at each end, doors at each end and each side at the middle of the car. Under each car are two four-wheel trucks. The power is applied to one truck under each car, having two motors of one hundred and fifty horse-power each. The electric connections are made so that the entire control of the power on a train can be exercised

from either end of either car. Air brakes are used, being applied to all of the wheels. The air pressure is produced by pumps operated by electric power. Brakes can be applied from either end of each car. The cars are lighted and heated by electricity.

The cars were at first run in trains of three cars each, but recently arrangements have been made for the use of four-car trains at the busy hours, and for two-car trains on part of the system during light hours. To accommodate the four-car trains, changes have been made at several stations, the platforms being made somewhat longer.

Trains were run on the railway for several weeks before it was opened for public travel, and much time and care given by the officers of the company in training the employees in the various departments of maintenance and operation.

Considerable attention and study has been given to questions affecting the safety and comfort of the public in its use of the stations and trains of the Elevated railway.

Respectfully submitted,

EDMUND K. TURNER,
Consulting Engineer.

Boston, December 30, 1901.

Boston Elevated Railway, — Approval of Plans, etc.

At a hearing upon the petition of the Boston Elevated Railway Company, the plans annexed hereto, showing modifications and changes from plans heretofore approved by the Board, were presented, as follows: Nos. 20905, 20906, 20907, showing form and method of construction of proposed guards for conductor or third rail in the subway, and on approaches thereto.

The above plans show modifications or changes from the following noted plans: Nos. 20902, 20903, 20904, approved by the Board November 9, 1900.

The modifications, changes and additions shown on plans annexed hereto and noted above are hereby approved.

JAMES F. JACKSON,
GEORGE W. BISHOP,
HERSEY B. GOODWIN,
Commissioners.

JANUARY 16, 1901.

Upon the petition of the Boston Elevated Railway Company, the annexed plans, numbered 20908 and 20909, dated February 19, 1901, showing form and method of construction of a proposed fence be-

tween surface and elevated car tracks in the subway, and also changes in location of third or conductor rail in the subway, are hereby approved.

The above plans are a modification of plans numbered 20902 and 20903, approved by this Board November 9, 1901, and of plans numbered 20905 and 20906, approved by this Board January 16, 1901.

JAMES F. JACKSON,
GEORGE W. BISHOP,
HERSEY B. GOODWIN,

Commissioners.

MARCH 12, 1901.

Upon the petition of the Boston Elevated Railway Company, dated May 10, 1901, the annexed plan, numbered 20232, dated April 29, 1901, showing the form, method of construction and location of a proposed station at Thompson Square, Charlestown, the same being a modification of plan numbered 20224, approved by the Board July 17, 1900, and plan numbered 20228, approved by the Board July 18, 1900, is hereby approved by the Board, and the changes shown are hereby consented to.

JAMES F. JACKSON,
CLINTON WHITE,

Commissioners.

MAY 21, 1901.

Request of the Boston & Maine Railroad and the Boston Elevated Railway Company that this Board prescribe the Form and Method of Construction of the Tracks of the Boston Elevated Railway Company to be laid upon the Bridge recently constructed over the Tracks of the Boston & Maine Railroad at East Somerville.

At the hearing of the parties it appeared that the Boston Elevated Railway Company desired to construct the track with nine-inch girder rail, and that the Boston & Maine Railroad objected to this construction upon the ground that it would affect injuriously the floor system of the bridge, and render necessary more frequent renewals. The Boston Elevated Railway Company objected to a construction with six-inch girder rail, as suggested by the Boston & Maine Railroad, upon the ground that such construction would not be in conformity with the standard type of construction of the company, and that the union of the six-inch rail with the nine-inch rail at each end of the bridge, by step chairs or otherwise, was undesirable.

After full consideration and consultation with its engineers, the Board is of the opinion that, under the conditions shown at this particular place, it is, on the whole, preferable that a six-inch instead of a nine-inch girder rail be used in the laying of the tracks over this bridge.

GEO. W. BISHOP,
CLINTON WHITE,
Commissioners.

MAY 22, 1901.

Petition of the Old Colony Railroad Company for a Certificate of Exigency for the Building of a Branch Railroad in the Town of North Attleborough.

A public hearing upon this petition was given after due notice to all parties interested. The only opposition to the proposed enterprise came from stockholders of the Attleborough Branch Railroad Company, the railroad of which corporation has recently been operated by the New York, New Haven & Hartford Railroad Company, under a lease that has now expired. These remonstrants, after having been partially heard through counsel upon the claim that the construction of the proposed branch would greatly injure their property, withdrew their opposition. The petition received strong support from citizens of North Attleborough, who urged the great advantages to be received by the community from the better facilities which would be furnished in the operation of such a railroad, affording, as it would, a more direct communication between the town and the city of Providence.

It appearing to the Board that substantial reasons exist in the public interest for the building of the proposed railroad, and that public benefits would be received therefrom, — it is

Ordered, That a certificate of exigency issue, in accordance with the provision of the statute relating thereto.

For the Board, WM. J. McCULLOUGH,
Assistant Clerk.

AUGUST 14, 1901.

The Board hereby certify that public necessity and convenience require the construction by the Old Colony Railroad Company of a branch railroad from a point in its railroad in the town of North Attleborough, thence within the said town to a point of connection with the Rhode Island & Massachusetts Railroad in said town, substantially in accordance with the plan submitted to and upon file in the office of the Board.

Attest: WM. J. McCULLOUGH,
Assistant Clerk.

AUGUST 14, 1901.

Change of Grade of Boston & Maine Railroad in Salisbury.

In the matter of the abolition of certain grade crossings of the Boston & Maine Railroad and certain public ways in the town of Salisbury, as determined by the special commission appointed by the Superior Court on the petition of the directors of the Boston & Maine Railroad, —

It appearing that said special commission has determined that a change of grade of said Boston & Maine Railroad is necessary for the convenience and security of the public, as set forth in its report, and application being made for the consent of the Board to said change of grade, under the provisions of chapter 312 of the Acts of 1892, and the several parties in interest, having been duly notified, did not desire to be heard in the premises, — it is

Ordered, That the Board, under the provisions of chapter 312 of the Acts of 1892, hereby consents to a change of grade of said Boston & Maine Railroad in the town of Salisbury, in the manner and to the extent set forth in the report of said special commission, and shown on the plan accompanying the same.

Attest :

WM. A. CRAFTS,

Clerk.

MARCH 8, 1901.

Change of Grade of Boston & Maine Railroad in Bedford.

In the matter of the abolition of a grade crossing of a public way in the town of Bedford, known as Concord Road, and the Boston & Maine Railroad, as determined by the special commission appointed by the Superior Court to consider the abolition of said crossing, —

It appearing that said commission has determined that a change of grade of the said Boston & Maine Railroad is necessary for the convenience and security of the public, as set forth in its report, an application having been made for the consent of this Board to said change of grade, under the provisions of chapter 312 of the Acts of 1892, and the several parties in interest having consented to said change, or declared that they did not desire to be heard in the premises, — it is

Ordered, That the consent of the Board, under the provisions of chapter 312 of the Acts of 1892, be hereby given for a change of grade of the Boston & Maine Railroad in the town of Bedford, in the manner and to the extent set forth in the report of said special commission and the plan accompanying the same.

Attest :

WM. A. CRAFTS,

Clerk.

MAY 31, 1901.

Change of Grade of Boston & Albany Railroad in Chester.

In the matter of the abolition of certain grade crossings of the Boston & Albany Railroad and public ways in the town of Chester, as determined by Charles E. Hibbard, William Sullivan and William P. Martin, the special commission appointed by the Superior Court, on the petition of the selectmen of said town and the directors of the Boston & Albany Railroad, —

It appearing that said special commission has determined, in connection with the alteration of the grade crossing known as Huntington Road Crossing, or Smith's Crossing, in said town of Chester, that a change of grade of said Boston & Albany Railroad is necessary for the convenience and security of the public, as set forth in its report, and application being made for the consent of this Board to said change of grade, under the provisions of chapter 312 of the Acts of 1892, and the several parties in interest having joined in the petition for such consent, or declared that they do not desire to be heard in the premises, — it is

Ordered, That the Board, under the provisions of chapter 312 of the Acts of 1892, consents to a change of grade of said Boston & Albany Railroad in the town of Chester, in the manner and to the extent set forth in the report of said special commission and plan accompanying the same.

Attest: WM. A. CRAFTS,
Clerk.

JUNE 25, 1901.

Change of Grade of Ware River Railroad and New London Northern Railroad in Palmer.

In the matter of the abolition of the grade crossing of the public way known as the Springfield Road in the town of Palmer and the Ware River Railroad, leased to the Boston & Albany Railroad, and the crossing of said public way and the New London Northern Railroad, leased to the Central Vermont Railway Company, as determined by the special commission appointed by the Superior Court on the petition of the selectmen of Palmer, —

It appearing that said special commission has determined that a change of grade of the said Ware River Railroad and of the New London Northern Railroad is necessary for the convenience and security of the public as set forth in its report, and application having been made for the consent of this Board to said change of grade of said railroads, under the provisions of chapter 312 of the Acts of

1892, and the several parties in interest having consented to said change of grade, — it is

Ordered, That the consent of the Board, under the provisions of chapter 312 of the Acts of 1892, is hereby given for a change of grade of the Ware River Railroad and the New London Northern Railroad in the town of Palmer, in the manner and to the extent set forth in the report of said special commission and shown on the plan accompanying the same.

Attest :

WM. A. CRAFTS,

Clerk.

JULY 30, 1901.

*Change of Grade of Boston & Albany and Boston & Maine Railroads
in Everett.*

In the matter of the abolition of a grade crossing of a public way in the city of Everett and the tracks of the Boston & Maine Railroad and the Boston & Albany Railroad Company, as determined by the special commission appointed by the Superior Court, —

It appearing that said special commission has determined that a change of grade of the railroads of said companies is necessary for the convenience and safety of the public as set forth in its report, and application having been made for the consent of this Board to said change of grade, under the provisions of chapter 312, Acts of 1892, and the several parties in interest having declared that they assent to said change of grade, — it is

Ordered, That the consent of the Board, under the provisions of chapter 312, Acts of 1892, is hereby given for the change of grade of said Boston & Maine Railroad and Boston & Albany Railroad in the city of Everett, in the manner and to the extent set forth in the report of said special commission and the plan accompanying the same.

Attest :

WM. J. McCULLOUGH,

Assistant Clerk.

DECEMBER 4, 1901.

HEIGHT OF BRIDGES OVER RAILROADS.

*Bridge over Boston & Maine Railroad and Boston & Albany Railroad
in Everett.*

Upon the petition of the city of Everett, the Boston & Maine Railroad and the Boston & Albany Railroad Company, — it is

Ordered, That the consent of the Board be hereby given to the construction of a highway bridge over the Boston & Maine and the Boston & Albany railroads, in connection with the proposed abolition of grade crossings at or near Main Street, and at or near Broadway,

in the city of Everett, at a height less than eighteen feet, but not less than sixteen feet in the clear above the tracks of said railroads, as specified and described in the report of the special commissioners appointed by the Superior Court to consider the abolition of grade crossings in the city of Everett.

Attest: WM. A. CRAFTS,
Clerk.

DECEMBER 19, 1901.

Bridge over Boston & Maine Railroad in Salisbury.

On the petition of the Boston & Maine Railroad for the consent of the Board to the construction of a bridge over its tracks in the town of Salisbury, less than eighteen feet above the tracks, —

It appearing that the special commission appointed by the Superior Court on the abolition of certain crossings of the Boston & Maine Railroad in the town of Salisbury have determined that Elm Street in said town shall pass over the Boston & Maine Railroad by a bridge, and it also appearing that the bridges over the railroad in the vicinity are not exceeding sixteen feet above the tracks, — it is

Ordered, That the consent of the Board is hereby given for the construction of a bridge over the Boston & Maine Railroad at Elm Street in the town of Salisbury, at a height less than eighteen feet, but not less than sixteen feet in the clear above the tracks of the railroad.

Attest: WM. A. CRAFTS,
Clerk.

JANUARY 3, 1901.

Bridge over Boston & Maine Railroad in Revere.

Upon the petitions of the selectmen of the town of Revere, the Metropolitan Park Commission and the directors of the Boston & Maine Railroad, for consent to the construction of a certain highway bridge over the railroad tracks of the Boston & Maine Railroad in the town of Revere, at a height less than eighteen feet above the tracks of the railroad, —

It appearing that all parties interested have had notice, and no objection being made or appearing thereto, — it is

Ordered, That the consent of the Board be hereby given to the construction of the highway bridge over the railroad tracks of the Boston & Maine Railroad on Winthrop Avenue in the town of Revere, at a clear height of not less than sixteen feet above the tracks of said railroad.

Attest: WM. J. McCULLOUGH,
Assistant Clerk.

MAY 2, 1901.

Bridge over Fitchburg Railroad on Mt. Auburn Street, Cambridge.

Upon the petition of the city of Cambridge for the consent of the Board, under section 120 of chapter 112, Public Statutes, to the construction of the bridge at Mt. Auburn Street in said city, over the tracks of the Fitchburg Railroad, now leased to the Boston & Maine Railroad, at a height less than eighteen feet above said tracks, —

It appearing that the county commissioners of Middlesex County, by their decree dated February 8, 1901, have authorized the widening of said bridge on the northerly side thereof, on the petition of the city of Cambridge and with the consent of the lessee of the Fitchburg Railroad Company, and no objection appearing, — it is

Ordered, That the consent of the Board be hereby given for the widening of the highway bridge on Mt. Auburn Street in Cambridge, over the tracks of the Fitchburg Railroad, as provided in the decree of the county commissioners of Middlesex, at a clear height of not less than fifteen feet and three inches above the tracks of said railroad.

Attest :

WM. A. CRAFTS,

Clerk.

JUNE 4, 1901.

Bridge over Boston, Revere Beach & Lynn Railroad in East Boston.

Upon the petition of the board of street commissioners of the city of Boston, the consent of this Board is hereby given to the construction of the Bennington Street bridge, East Boston, over the tracks of the Boston, Revere Beach & Lynn Railroad Company, at a height less than eighteen feet above said tracks, namely, at the height of the bridge heretofore maintained at this place, in accordance with the agreement of parties upon file in this office with said petition.

Attest :

WM. A. CRAFTS,

Clerk.

JUNE 19, 1901.

Bridge over Boston & Maine Railroad in Lexington.

Upon the petition of the Lexington & Boston Street Railway Company for the consent of the Board to the construction of a bridge over the Boston & Maine Railroad, on Woburn Street in the town of Lexington, at a height less than eighteen feet, —

It appearing that the Lexington & Boston Street Railway Company and the Boston & Maine Railroad have agreed upon the manner in which a bridge may be built over the railroad, as shown on a plan filed with the petition, — it is

Ordered, That the consent of the Board be hereby given, in accordance with the provisions of section 120, chapter 112 of the Public Statutes, to the construction by the Lexington & Boston Street Railway Company of a bridge over the Boston & Maine Railroad, at Woburn Street in the town of Lexington, at a height not less than sixteen feet above the tracks of said railroad.

Attest: WM. A. CRAFTS,
Clerk.

JULY 31, 1901.

Bridge over Boston & Maine Railroad in Wilmington.

Upon the petition of the Lynn & Boston Railroad Company, — it is

Ordered, That the Board hereby give consent to the construction of a bridge over the Boston & Maine Railroad, in Main Street in the town of Wilmington, at a height less than eighteen feet but not less than sixteen feet in the clear above the tracks of said railroad; this consent being given on the express understanding that if at any time hereafter the neighboring bridges over said railroad shall be raised, the bridge at Main Street shall be raised to a corresponding height, at the expense of the street railway company.

Attest: WM. J. McCULLOUGH,
Assistant Clerk.

NOVEMBER 13, 1901.

Prohibition of Whistling on Boston & Maine Railroad in Belmont.

Upon the petition of certain residents of the town of Belmont, and of the school committee and board of health in aid thereof, asking that the amount of whistling of locomotives upon the Central Massachusetts Division of the Boston & Maine Railroad while passing through the centre of the town be reduced, after public notice and a hearing, at which the parties interested appeared and were heard, — it is

Ordered, That the whistling of locomotives as a crossing signal for the grade crossing of Concord Avenue in the town of Belmont is hereby prohibited on all west-bound trains: *provided, however*, that the whistle shall be sounded for said crossing if when the engineer comes in view of the same he is unable to see that the gates are closed or closing, or that a flag or lantern is displayed, or if for any reason he deems there is special occasion for whistling.

Considering the undesirable nature of the approaches to the above crossing from the west, as regards the curves and grades both upon

the railroad and the highway, the Board is unwilling to approve the abolition of whistling on east-bound trains approaching said crossing.

This order is to remain in force until otherwise ordered by the Board.

Attest: WM. A. CRAFTS,
Clerk.

JANUARY 4, 1901.

Prohibition of Whistling on Boston & Maine Railroad in Weston.

Upon the petition of William H. Clafin and others for the prohibition of whistling of locomotives on the Fitchburg Division of the Boston & Maine Railroad between certain points in the town of Weston, — it is

Ordered, That the whistling of locomotives as a crossing signal on the Fitchburg Division of the Boston & Maine Railroad between Church Street and Conant Road in the town of Weston is hereby prohibited.

Attest: WM. J. McCULLOUGH,
Assistant Clerk.

SEPTEMBER 24, 1901.

TAKING LAND TO AVOID GRADE CROSSING.

Petition of the Concord, Maynard & Hudson Street Railway Company for Approval of the Taking of Land for the Purpose of avoiding a Grade Crossing of Railroad.

A hearing was given on this petition, after due notice to all parties interested.

The petitioner, for the purpose of avoiding the crossing of a railroad at grade, has taken steps looking to the purchase or taking of land necessary to accomplish this purpose, and in connection therewith proposes to construct a way under the Central Massachusetts Railroad.

Ordered, That the approval of the Board be hereby given to such taking by the petitioner of the land of the Central Massachusetts Railroad Company for the purpose of avoiding a grade crossing of that railroad, as is shown upon the plan on file in this office.

Attest: WM. A. CRAFTS,
Clerk.

JUNE 20, 1901.

OPERATION OF STREET RAILWAY OVER PRIVATE LAND.

Petition of the Milford & Uxbridge Street Railway Company for Authority to construct and operate a Part of its Railway upon Private Lands.

It appearing, after due notice to all parties interested and a hearing, that the petitioner has been duly authorized to construct and maintain a street railway within the towns of Mendon and Uxbridge, and has received locations for the tracks of its railway therein; that, in order to avoid certain undesirable grades and curves in the public streets and ways of said towns, the public necessity and convenience demand that portions of the railway of the petitioner be constructed and maintained over private lands; and that approval thereof has been duly obtained from the selectmen of said towns, — it is

Ordered, That the petitioner be hereby authorized to construct and operate its railway upon and over such private lands within said towns as are described upon the plans filed with this petition.

Attest: WM. J. McCULLOUGH,
Assistant Clerk.

DECEMBER 20, 1901.

EXEMPTION FROM HEATING PASSENGER CARS.

On Boston & Albany Railroad.

On the application of the Boston & Albany Railroad Company to be exempted from the requirements of the law regulating the heating of passenger cars on certain trains, — it is

Ordered, That the Boston & Albany Railroad Company is hereby exempted from the law requiring passenger cars to be heated by steam from the locomotive, so far as concerns passenger cars on “mixed trains,” in which freight cars are placed between the locomotive and said passenger cars, on the Webster and Athol branches of its road: *provided*, that said passenger cars shall be heated by the Baker or Johnson heaters heretofore approved by the Board.

This exemption shall terminate on the 1st of October, 1903.

Attest: WM. J. McCULLOUGH,
Assistant Clerk.

OCTOBER 17, 1901.

On the New York, New Haven & Hartford Railroad.

On the application of the New York, New Haven & Hartford Railroad Company to be exempted from the requirements of the law regulating the heating of passenger cars on certain trains, — it is

Ordered, That the New York, New Haven & Hartford Railroad Company is hereby exempted from the law requiring passenger cars to be heated by steam from the locomotive, so far as concerns passenger cars on "mixed trains," in which freight cars are placed between the locomotive and said passenger cars, on the Berkshire and Northampton divisions of its road: *provided*, that said passenger cars shall be heated by the Baker or Johnson heaters heretofore approved by the Board.

This exemption shall terminate on the 1st of October, 1903.

Attest: WM. A. CRAFTS,

OCTOBER 14, 1901.

Clerk.

APPOINTMENT OF RAILROAD INSPECTOR.

Ordered, That John Q. Hennigan of East Milton, Mass., be, and he hereby is, under the provisions of chapter 535 of the Acts of 1894 and chapter 376 of the Acts of 1897, appointed to be a railroad inspector, with the powers and duties in said statutes set forth, to hold said office for a term commencing on the first day of October, 1901, and terminating on the first day of October, 1904, unless sooner removed for cause.

Attest: WM. A. CRAFTS,

OCTOBER 1, 1901.

Clerk.

ORGANIZATION OF NEW STREET RAILWAY COMPANIES.

Certificates of compliance with the requirements of the general law preliminary to incorporation were issued to the following new street railway companies during the last calendar year:—

| | |
|---|--------------------|
| Berkshire, | November 15, 1901. |
| Boston & Worcester, | June 11, 1901. |
| Concord & Boston, | June 5, 1901. |
| Concord, Maynard & Hudson, | March 26, 1901. |
| Essex County, | May 18, 1901. |
| Hampshire & Worcester, | February 1, 1901. |
| Lowell & Boston, | January 24, 1901. |
| Middleborough, Wareham & Buzzard's Bay, | April 26, 1901. |
| New Bedford & Onset, | January 23, 1901. |
| Providence & Fall River, | February 25, 1901. |
| Reading, Wakefield & Lynnfield, | March 15, 1901. |
| Upton, | October 12, 1901. |
| Uxbridge & Blackstone, | July 25, 1901. |
| Westborough & Hopkinton, | July 22, 1901. |
| Worcester, Rochdale & Charlton Depot, | July 12, 1901. |
| Worcester & Southbridge, | January 4, 1901. |

Certificates under the provisions of sections 225 and 226 of chapter 112 of the Public Statutes (chapter 111, sections 281 and 282, Revised Laws) for the establishment of a "railroad and telegraph company in a foreign country," were issued for the formation of —

The Mexican Midland Railroad Company, February 13, 1901.

The Mexico, Tampico and Gulf Railroad Company, July 18, 1901.

DESIGNATION OF MEMBERS OF THE BOARD FOR APPOINTMENT ON
SPECIAL COMMISSIONS.

In the matter of an alteration of a bridge over the Fitchburg Railroad at Mount Auburn Street in Cambridge, under sections 131 and 132, Public Statutes, the Board designated Clinton White for appointment by the Superior Court on a special commission to determine the questions named in said sections.

Attest: WM. A. CRAFTS,
Clerk.

JUNE 13, 1901.

In the matter of an alteration of a crossing of Essex Street in the town of Swampscott and the Boston & Maine Railroad, as determined by the county commissioners of Essex County by their decree dated September 27, 1901, under sections 131 and 132, Public Statutes, the Board designated Clinton White, one of its members, for appointment by the Superior Court on a special commission to determine the questions named in said sections.

Attest: WM. A. CRAFTS,
Clerk.

OCTOBER 1, 1901.

In the matter of an alteration of a crossing of a highway in the town of Wilmington and the Boston & Maine Railroad, known as the Poor Farm Crossing, as determined by the county commissioners of Middlesex County by their decree dated September 18, 1901, under sections 131 and 132, Public Statutes, the Board designated George W. Bishop, one of its members, for appointment by the Superior Court on a special commission to determine the questions named in said sections.

Attest: WM. A. CRAFTS,
Clerk.

OCTOBER 31, 1901.

CERTIFICATES PRELIMINARY TO OPERATION.

We hereby certify that upon the application of the Boston Elevated Railway Company we have examined that portion of its elevated railway now constructed and lying between the terminal station at Dudley Street and the terminal station at Sullivan Square, but not including the Atlantic Avenue route, so called, in the city of Boston; that the same appears to have been constructed in accordance with the plans approved by the Board, and to be in a safe condition for operation.

JAMES F. JACKSON,
CLINTON WHITE,
Commissioners.

JUNE 7, 1901.

Similar certificates were issued for a part or the whole of the railways of the following street railway companies: Amesbury & Hampton; Boston Elevated; Boston & Northern; Bristol County; Concord & Boston; Concord & Clinton; Concord, Maynard & Hudson; Easton; Fitchburg & Leominster; Greenfield & Deerfield; Hampshire & Worcester; Holyoke; Lawrence & Reading; Lowell & Boston; Lynn & Boston (now Boston & Northern); Middleborough, Wareham & Buzzard's Bay; Middleton & Danvers; Milford, Holliston & Framingham; Milford & Uxbridge; New Bedford & Onset; Norwood, Canton & Sharon; Old Colony; Phillipston; Pittsfield Electric; Springfield; Stoughton & Randolph; Templeton; Union; Upton; Webster & Dudley; West End; Woburn & Boston; Worcester & Blackstone Valley; Worcester Consolidated; Woronoco.

EXPENSES OF OFFICE.

| | |
|--|-------------|
| Rent of office, | \$4,531 52 |
| Messenger, | 800 00 |
| Experts, | 3,728 60 |
| Stenographers and typewriters, | 626 64 |
| Railroad inspectors' expenses, | 767 48 |
| Stationery and office supplies, | 237 77 |
| Postage, | 202 30 |
| Expressage, | 131 81 |
| Electric lighting and supplies, | 139 16 |
| Printing and binding, | 348 20 |
| Newspapers and clippings, | 64 90 |
| Advertising, | 32 45 |
| Telephone and telegrams, | 30 42 |
| Furniture and repairs, | 129 20 |
| Typewriter and supplies, | 75 81 |
| Travelling expenses to Convention of Railroad Commissioners, | 295 00 |
| Other travelling expenses, | 159 43 |
| Cleaning office and sundries, | 274 79 |
| <hr/> | |
| Total office expenses,* | \$12,575 48 |

* Exclusive of salaries fixed by statute.

TABULATED STATEMENTS OF RAILROAD ACCIDENTS.

TRAIN ACCIDENTS.

Tabulated Statement of Railroad Train Accidents reported to the Board during the Year ending June 30, 1901.

| DESCRIPTION OF ACCIDENTS. | Number of Accidents. | PAS-SENGERS. | | EMPLOYEES. | | OTHER PERSONS. | | TOTAL. | |
|---------------------------|----------------------|--------------|----------|------------|----------|----------------|----------|---------|----------|
| | | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| <i>Collisions:</i> | | | | | | | | | |
| Head, | 1 | - | - | 1 | - | - | - | 1 | - |
| Rear, | 7 | - | 1 | 1 | 8 | - | - | 1 | 9 |
| Crossing, | - | - | - | - | - | - | - | - | - |
| In yards, | 7 | - | - | 1 | 9 | - | - | 1 | 9 |
| Total Collisions,* . . | 15 | - | 1 | 3 | 17 | - | - | 3 | 18 |
| <i>Derailments:</i> | | | | | | | | | |
| Passenger trains, . . . | 1 | - | 2 | - | - | - | - | - | 2 |
| Freight trains, | 1 | - | - | - | 1 | - | - | - | 1 |
| In yards, | 2 | - | - | 2 | 1 | - | - | 2 | 1 |
| Total Derailments,† . . | 4 | - | 2 | 2 | 2 | - | - | 2 | 4 |
| Total Train Accidents, . | 19 | - | 3 | 5 | 19 | - | - | 5 | 22 |

* Not including collisions of parts of separated trains, causing no personal injury.

† Not including derailments resulting in no injury to persons, nor derailments of parts of trains in freight yards.

TABULATED STATEMENT OF RAILROAD ACCIDENTS REPORTED DURING THE YEAR ENDING JUNE 30, 1901.

| RAILROADS. | GENERAL SUMMARY OF ACCIDENTS. | | | | | | | | | | TO PASSENGERS. | | | |
|---|--------------------------------------|----------------|---------------|----------------------------------|-----------------|------------|--------------|-----------------|---------------------|---------------------------------------|----------------|-------------------------------------|----------|--|
| | Total Number of Injuries to Persons. | To Passengers. | To Employees. | At Grade Crossings and Stations. | To Trespassers. | To Adults. | To Children. | Fatal Injuries. | Injuries not Fatal. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | BY THEIR OWN FAULT OR WANT OF CARE. | | |
| | | | | | | | | | | Killed. | Injured. | Killed. | Injured. | |
| | | | | | | | | | | | | | | |
| Boston & Albany, | 206 | 12 | 130 | 10 | 54 | 199 | 7 | 37 | 169 | — | 3 | — | 9 | |
| Boston & Maine, | 142 | 2 | 93 | 12 | 35 | 136 | 6 | 71 | 71 | — | — | 2 | — | |
| Boston, Revere Beach & Lynn, | 2 | — | — | — | 2 | 1 | 1 | 2 | — | — | — | 2 | — | |
| Hoosac Tunnel & Wilmington, | 2 | — | 2 | — | — | 2 | — | 2 | — | — | — | — | — | |
| New London Northern, | 4 | — | 1 | 2 | 1 | 4 | — | 3 | 1 | — | — | — | — | |
| New York, New Haven & Hartford, | 250 | 21 | 157 | 20 | 52 | 245 | 5 | 62 | 188 | — | 3 | 2 | 16 | |
| Boston Terminal Co., | 5 | 2 | 1 | — | 2 | 5 | — | 2 | 3 | — | — | — | 2 | |
| All other companies, | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Totals, | 611 | 37 | 384 | 44 | 146 | 592 | 19 | 179 | 432 | — | 6 | 6 | 27 | |

| RAILROADS. | AT GRADE CROSSINGS. | | | | AT STATIONS. | | TO TRESPASSERS. | | | | |
|--|-------------------------|----------|----------------------------|----------|--------------|----------|-------------------------|------------------------|---------|----------|-----------|
| | WITH GATES OR FLAGS. | | WITHOUT GATES OR FLAGS. | | Killed. | Injured. | Unlawfully on Track. | Unlawfully on Cars. | Killed. | Injured. | Suicides. |
| | Killed. | Injured. | Killed. | Injured. | | | | | | | |
| Boston & Albany, | 2 | 3 | — | 2 | — | 3 | 38 | 16 | 23 | 31 | — |
| Boston & Maine, | 4 | 1 | 4 | 2 | 1 | — | 34 | 1 | 35 | — | — |
| Boston, Revere Beach & Lynn, | — | — | — | — | — | — | 2 | — | 2 | — | — |
| Hoosac Tunnel & Wilmington, | — | — | — | — | — | — | — | — | — | — | — |
| New London Northern, | — | — | 2 | — | — | — | 1 | — | 1 | — | — |
| N. Y., New Haven & Hartford, | 8 | 3 | 2 | 4 | 2 | 1 | 41 | 11 | 27 | 25 | 2 |
| Boston Terminal Co., | — | — | — | — | — | — | 2 | — | 1 | 1 | — |
| All other companies, | — | — | — | — | — | — | — | — | — | — | — |
| Totals, | 14 | 7 | 8 | 8 | 3 | 4 | 118 | 28 | 89 | 57 | 2 |

SUMMARY OF RAILROAD ACCIDENTS REPORTED DURING THE LAST TEN YEARS.

| YEARS. | GENERAL SUMMARY OF ACCIDENTS. | | | | | | | | | | TO PASSENGERS. | | | TO EMPLOYEES. | |
|-----------|--------------------------------------|----------------|---------------|----------------------------------|-----------------|------------|--------------|-----------------|---------------------|---------------------------------------|-------------------------------------|---------|----------|---------------|---------------------|
| | Total Number of Injuries to Persons. | To Passengers. | To Employees. | At Grade Crossings and Stations. | To Trespassers. | To Adults. | To Children. | Fatal Injuries. | Injuries not Fatal. | From Causes beyond their Own Control. | By their Own Fault or Want of Care. | Killed. | Injured. | To Trainmen. | To Other Employees. |
| 1892, | 1,100 | 156 | 624 | 91 | 229 | 1,056 | 44 | 267 | 833 | 68 | 88 | 16 | 140 | 529 | 95 |
| 1893, | 1,451 | 182 | 924 | 99 | 246 | 1,417 | 34 | 353 | 1,098 | 76 | 106 | 25 | 157 | 832 | 92 |
| 1894, | 1,114 | 146 | 600 | 83 | 285 | 1,064 | 50 | 232 | 882 | 66 | 80 | 18 | 128 | 480 | 120 |
| 1895, | 981 | 48 | 600 | 81 | 252 | 951 | 30 | 248 | 733 | 5 | 43 | 5 | 43 | 483 | 117 |
| 1896, | 1,025 | 89 | 578 | 74 | 284 | 1,002 | 23 | 274 | 751 | 37 | 52 | 10 | 79 | 439 | 139 |
| 1897, | 919 | 63 | 537 | 75 | 244 | 892 | 27 | 248 | 671 | 24 | 39 | 1 | 62 | 415 | 122 |
| 1898, | 1,077 | 148 | 584 | 83 | 262 | 1,051 | 26 | 228 | 849 | 83 | 65 | 6 | 142 | 430 | 154 |
| 1899, | 1,072 | 205 | 590 | 76 | 201 | 1,037 | 35 | 212 | 860 | 152 | 53 | 10 | 195 | 505 | 85 |
| 1900, | 927 | 93 | 530 | 79 | 225 | 896 | 31 | 221 | 706 | 66 | 27 | 4 | 89 | 445 | 85 |
| 1901, | 611 | 37 | 384 | 44 | 146 | 592 | 19 | 179 | 432 | 6 | 31 | 4 | 33 | 279 | 105 |
| Totals, | 10,277 | 1,167 | 5,951 | 785 | 2,374 | 9,958 | 319 | 2,462 | 7,815 | 583 | 584 | 99 | 1,068 | 4,837 | 1,114 |
| Averages, | 1,028 | 117 | 595 | 79 | 237 | 996 | 32 | 246 | 782 | 58 | 58 | 10 | 107 | 484 | 111 |

Summary of Railroad Accidents reported during the Last Ten Years — Concluded.

| YEARS. | TO EMPLOYEES — Concluded. | | | | | | AT GRADE CROSSINGS. | | | | AT STATIONS. | | TO TRESPASSERS. | | | |
|-------------|----------------------------------|----------------------|----------------------|-------------------------------------|--------------------|---------------|---------------------|----------------------|-------------------------|---------|--------------|----------------------|---------------------|---------|----------|-----------|
| | In Coupling and Uncoupling Cars. | By Overhead Bridges. | By Train Accidents.* | By Falling from Trains and Engines. | From Other Causes. | Total Killed. | Total Injured. | With Gates or Flags. | Without Gates or Flags. | Killed. | Injured. | Unlawfully on Track. | Unlawfully on Cars. | Killed. | Injured. | Suicides. |
| 1892, . . . | 307 | 31 | 27 | 104 | 155 | 84 | 540 | 24 | 47 | 32 | 39 | 8 | 12 | 127 | 102 | 2 |
| 1893, . . . | 412 | 44 | 40 | 185 | 243 | 110 | 814 | 32 | 44 | 36 | 40 | 10 | 13 | 141 | 105 | 9 |
| 1894, . . . | 257 | 17 | 76 | 101 | 149 | 53 | 547 | 24 | 41 | 19 | 46 | 6 | 12 | 136 | 149 | 4 |
| 1895, . . . | 256 | 22 | 66 | 107 | 149 | 67 | 533 | 30 | 41 | 26 | 45 | 3 | 7 | 147 | 105 | 2 |
| 1896, . . . | 233 | 28 | 58 | 85 | 174 | 74 | 504 | 26 | 33 | 31 | 28 | 7 | 8 | 152 | 132 | — |
| 1897, . . . | 193 | 23 | 45 | 72 | 204 | 70 | 467 | 29 | 26 | 26 | 29 | 11 | 9 | 140 | 104 | — |
| 1898, . . . | 237 | 15 | 58 | 130 | 144 | 49 | 535 | 37 | 21 | 21 | 37 | 7 | 18 | 145 | 117 | 3 |
| 1899, . . . | 192 | 28 | 91 | 118 | 161 | 63 | 527 | 35 | 21 | 24 | 32 | 10 | 10 | 105 | 96 | 3 |
| 1900, . . . | 169 | 22 | 55 | 89 | 195 | 51 | 479 | 25 | 29 | 23 | 31 | 7 | 18 | 136 | 89 | 4 |
| 1901, . . . | 98 | 20 | 26 | 76 | 164 | 61 | 323 | 21 | 16 | 22 | 15 | 3 | 4 | 89 | 57 | 2 |
| Totals, . . | 2,354 | 250 | 542 | 1,067 | 1,738 | 682 | 5,269 | 283 | 319 | 260 | 342 | 72 | 111 | 1,318 | 1,056 | 29 |
| Averages, . | 235 | 25 | 54 | 107 | 174 | 68 | 527 | 28 | 32 | 26 | 34 | 7 | 11 | 132 | 106 | 3 |

* Including engine and car accidents.

TABULATED STATEMENTS

COMPILED FROM THE

Returns of Railroad Corporations

FOR THE

YEAR ENDING JUNE 30, 1901.

DESCRIPTION OF RAILROADS OWNED AND OPERATED.

| RAILROADS AND BRANCHES. (LEASED ROLDS IN ROMAN.) (BRANCHES IN ITALICS.) | 1. — TERMINI | | 2. — LENGTH OF LINE. | | 3. — SECOND TRACK. | | 4. — SIDE TRACK. | | 5. — Total Length computed as Single Track. |
|---|---------------------|-----------------------|----------------------|------------------------|----------------------|------------------------|------------------|------------------------|---|
| | From | To | Total | In Massa- chusetts. | Total | In Massa- chusetts. | Total | In Massa- chusetts. | |
| ATTLEBOROUGH BRANCH. (See N. Y., N. H. & Hartford.) | - | - | - | - | - | - | - | - | - |
| BERKSHIRE. (See <i>New York,</i> <i>New Haven & Hartford.</i>) | - | - | - | - | - | - | - | - | - |
| BOSTON & ALBANY (operated by the <i>New York Central &</i> <i>Hudson River, Lessee</i>), | Boston, | Albany, N. Y., | 201.650 | 162.350 | 235,290 ¹ | 195,990 ¹ | 203,800 | 175,170 | 640,740 |
| <i>Athol,</i> | Springfield, | Athol, | 45.260 | 45.260 | - | - | 10,490 | 10,490 | 55,750 |
| <i>Grand Junction,</i> | Cottage Farm, | East Boston, | 9.450 | 9.450 | 5,110 | 5,110 | 23,370 | 23,370 | 37,930 |
| <i>Hudson,</i> | Chatham, N. Y., | Hudson, N. Y., | 17.330 | - | 1,000 | - | 7,100 | - | 25,430 |
| <i>Millford,</i> | S. Framingham, | Millford, | 12.000 | 12.000 | - | - | 6,290 | 6,290 | 18,290 |
| <i>Millbury,</i> | Millbury Jct., | Millbury Village, | 3.280 | 3.280 | - | - | 980 | 980 | 4,260 |
| <i>Newton Highlands,</i> | Beacon St., Boston, | Riverside Jct., | 9.890 | 9.890 | 9,890 | - | 5,600 | 5,600 | 25,380 |
| <i>Newton Lower Falls,</i> | Riverside Jct., | Newton L. Falls, | 1.090 | 1.090 | - | - | 580 | 580 | 1,670 |
| <i>Saxonville,</i> | Natick, | Saxonville, | 3.700 | 3.700 | - | - | 2,220 | 2,220 | 5,920 |
| <i>Spencer,</i> | Spencer, | South Spencer, | 2.180 | 2.180 | - | - | 1,170 | 1,170 | 3,350 |
| Chester & Becket, | Chester, | Chester Quarries, | 5.270 | 5.270 | - | - | 1,800 | 1,800 | 7,070 |
| North Brookfield, | East Brookfield, | North Brookfield, | 4.000 | 4.000 | - | - | 1,310 | 1,310 | 5,310 |
| Pittsfield & North Adams, | Pittsfield, | North Adams, | 18.550 | 18.550 | - | - | 7,380 | 7,380 | 25,930 |
| Prov., Webster & Springfield, | Webster Jct., | Webster, | 11.230 | 11.230 | - | - | 3,240 | 3,240 | 14,470 |
| Ware River, | Palmer, | Winchendon, | 49.350 | 49.350 | - | - | 7,290 | 7,290 | 56,640 |
| BOSTON & LOWELL. (See <i>Boston</i> <i>& Maine.</i>) | - | - | - | - | - | - | - | - | - |
| BOSTON & MAINE, | Boston, | Portland, Me., | 115.310 | 36.560 | 82,770 ² | 38,120 ² | 112,390 | 70,730 | 310,470 |
| | Boston, | Portland, Me., | 108.290 | 41.450 | 56,910 ³ | 41,050 ³ | 79,240 | 48,080 | 244,440 |
| | Conway Jct., Me., | Intervale Jct., N.H., | 73.370 | - | - | - | 21,750 | - | 95,120 |
| | Rochester, N. H., | Portland, Me., | 53.860 | - | - | - | 21,030 | - | 74,890 |
| | N. Cambridge, | Northampton, | 98.770 | 98.770 | - | - | 24,880 | 24,880 | 123,650 |

Description of Railroads Owned and Operated — Continued.

| RAILROADS AND BRANCHES. (LEASED ROADS IN ROMAN.) (BRANCHES IN ITALICS) | 1. — TERMINI. | | 2. — LENGTH OF LINE. | | 3. — SECOND TRACK. | | 4. — SIDE TRACK. | | 5. — Total Length computed as Single Track. |
|--|-----------------------|------------------------|----------------------|------------------------|---------------------|------------------------|------------------|------------------------|---|
| | From | To | Total. | In Massa- chusetts. | Total. | In Massa- chusetts. | Total. | In Massa- chusetts. | |
| BOSTON & MAINE — Con. | | | | | | | | | |
| Boston & Lowell — Con. | | | | | | | | | |
| <i>Middlesex Central,</i> | Lexington, | Concord, | 11.080 | 11.080 | — | — | 3.400 | 3.400 | 14.480 |
| <i>Mystic,</i> | Somerville, | Mystic Wharves, | 2.250 | 2.250 | .850 | .850 | 29.840 | 29.840 | 32.940 |
| <i>Salem & Lowell,</i> | Peabody, | Tewksbury, | 16.800 | 16.800 | — | — | 7.430 | 7.430 | 24.230 |
| <i>Stoneham,</i> | Montvale Jct., | Stoneham, | 2.500 | 2.500 | — | — | 1.510 | 1.510 | 4.010 |
| <i>Woburn,</i> | Winchester, | No. Woburn Jct., | 6.200 | 6.200 | 6.200 | 6.200 | 3.670 | 3.670 | 16.070 |
| Concord & Montreal, | Nashua, N. H., | Groveton, N. H., | 181.070 | — | 36.620 ¹ | — | 113.340 | — | 331.030 |
| Franklin & Tilton, | Franklin, N. H., | Tilton, N. H., | 4.950 | — | — | — | 2.300 | — | 7.250 |
| <i>Hooksett,</i> | Hooksett, N. H., | Bow Jct., N. H., | 7.590 | — | — | — | 3.790 | — | 11.380 |
| <i>Lake Shore,</i> | Lakeport, N. H., | Alton Bay, N. H., | 17.280 | — | — | — | 1.470 | — | 18.750 |
| <i>Manchester & No. Weare,</i> | Manchester, N. H., | Henniker, N. H., | 24.500 | — | — | — | 8.690 | — | 33.190 |
| <i>Mount Washington,</i> | Wing Road, N. H., | Mt. Washington, N. H., | 20.170 | — | — | — | 5.370 | — | 25.540 |
| <i>New Boston,</i> | Parker's, N. H., | New Boston, N. H., | 5.190 | — | — | — | .830 | — | 6.020 |
| <i>Profile & Franconia,</i> | Bethlehem J., N. H., | Profile House, N. H., | 12.840 | — | — | — | 1.900 | — | 14.740 |
| <i>Suncook Valley,</i> | Bethlehem J., N. H., | Bethlehem, N. H., | 17.410 | — | — | — | 4.130 | — | 21.540 |
| <i>Suncook Valley Extension,</i> | Suncook, N. H., | Pittsfield, N. H., | 4.460 | — | — | — | 1.210 | — | 5.670 |
| <i>Tilton & Belmont,</i> | Pittsfield, N. H., | Ctr. Barnstead, N. H., | 4.170 | — | — | — | .650 | — | 4.820 |
| <i>Whitefield & Jefferson,</i> | Belmont Jct., N. H., | Belmont, N. H., | 33.690 | — | — | — | 10.540 | — | 44.230 |
| Concord & Portsmouth, | Whitefield J., N. H., | Berlin Mills, N. H., | 39.870 | — | — | — | 15.030 | — | 54.900 |
| Connecticut River, | Jeff. Mead's, N. H., | Jefferson, N. H., | 74.000 | 50.080 | 36.800 ² | 36.800 ² | 58.970 | 51.920 | 169.770 |
| <i>Chicopee Falls,</i> | Portsmouth, N. H., | Manchester, N. H., | 2.350 | 2.350 | — | — | 1.750 | 1.750 | 4.100 |
| <i>Easthampton,</i> | Springfield, | Keene, N. H., | 3.500 | 3.500 | — | — | 1.190 | 1.190 | 4.690 |
| Conn. & Pass. Rivers, | Chicopee Jct., | Chicopee Falls, | 110.300 | — | — | — | 40.530 | — | 150.830 |
| | Mt. Tom Jct., | Easthampton, | | | | | | | |
| | White Riv. Jct., Vt., | Canada Line, | | | | | | | |

| | Wakefield Jct., Mechanicville, N. Y., | Danvers, Crescent, N. Y., | 9 260 | 9 260 | — | 2 440 | 2 440 | 11 700 |
|---------------------------------|--|------------------------------|--------------------|--------------------|---------------------|--------|--------|---------|
| Danvers, Delaware & Hudson,* | Boston, | Fitchburg, | — | — | 6 940 | — | — | 6 940 |
| | Greenfield, | Rotterdam Jct., N. Y., | 49 650 | 49 650 | 55 570 ³ | 99 400 | 99 400 | 204 620 |
| Fitchburg, | State Line, Vt., | Troy, N. Y., Vt., | 105 250 | 44 010 | 60 350 | 78 810 | 30 180 | 244 410 |
| | Ashburnham Jct., | Bellows Falls, Vt., | 40 300 | — | — | 10 300 | — | 50 600 |
| Ashburnham, | So. Ashburnham, | Ashburnham, | 53 850 | 10 760 | — | 25 880 | 3 990 | 79 730 |
| Ice, | Charlestown, | Charlestown, | 2 590 | 2 590 | — | .520 | .520 | 3 110 |
| Marlborough, | South Acton, | Marlborough, | .660 | .660 | .490 | — | — | 1 150 |
| Milford, | Squannacook Jct., | Milford, N. H., | 12 350 | 12 350 | — | 3 520 | 3 520 | 15 870 |
| Monadnock, | Winchendon, | Peterboro', N. H., | 21 730 | 9 560 | — | 4 980 | 2 230 | 26 710 |
| Peterborough & Shirley, | Ayer, | Greenville, N. H., | 15 930 | 2 250 | — | 2 090 | — | 18 020 |
| Saratoga, | Saratoga, N. Y., | Schuylerville, N. Y., | 23 640 | 14 060 | — | 3 970 | 2 130 | 27 610 |
| Watertown, | W. Cambridge, | Waltham, | 25 820 | 6 630 | 6 480 | 4 180 | — | 30 000 |
| Worcester, | Worcester, P. Q., | Winchendon, | 6 630 | 35 740 | — | 4 830 | 4 830 | 17 940 |
| Grand Trunk,* | Lenoxville, P. Q., | Sherbrooke, P. Q., | 2 950 | — | — | 13 830 | 13 830 | 49 570 |
| Horn Pond Branch, | Woburn Branch, | Horn Pond, | .663 | .663 | — | — | — | 2 950 |
| Kennebunk & Kennebunkport, | Kennebunk, Me., | Kennebunkp't, Me., | 4 500 | — | — | .076 | .076 | 739 |
| Lowell & Andover, | Lowell, | Lowell Junction, | 8 850 ⁴ | 8 850 ⁴ | 7 280 | .900 | — | 5 400 |
| Manchester & Keene, | Greenfield, N. H., | Keene, N. H., | 29 590 | — | — | 6 110 | 6 110 | 22 240 |
| Manchester & Lawrence, | State Line, Mass., | Manchester, N. H., | 22 390 | — | — | 3 020 | — | 32 610 |
| Manchester & Milford, | Grasmere Jct., N. H., | East Milford, N. H., | 18 540 | — | — | 11 010 | — | 33 400 |
| Massachusetts Valley, | Canada Line, | Lenoxville, P. Q., | 31 950 | — | — | 1 030 | — | 19 570 |
| Stamstead, | Stamstead Jct., P. Q., | Stamstead, P. Q., | 3 510 | — | — | 6 240 | — | 38 190 |
| Nashua, Acton & Boston, | North Acton, | Nashua, N. H., | 20 120 | 15 140 | — | .960 | — | 4 470 |
| Nashua & Lowell, | Lowell, | Nashua, N. H., | 14 500 | 9 250 | 14 500 | 5 260 | 2 840 | 25 380 |
| Newburyport, | Bradford, | Newburyport, | 26 980 | 26 980 | — | 12 810 | 7 920 | 41 810 |
| N. Y., N. H. & Hartford,* | Georgetown, | Danvers, | 4 210 | 4 210 | — | 4 740 | 4 740 | 31 720 |
| | North Acton, | Concord Junction, | — | — | — | — | — | 4 210 |

* Including .800 mile of third track.

¹ Including 1.350 miles of third track.

² Including 3.900 miles of third track and 2.020 miles of fourth track.

³ Including .120 mile of one track Lowell & Lawrence and Lowell & Andover R.R. connection in Lowell.

* Trackage rights.

| | | | | | | |
|---|----------------|------------------|--------|--------|-------|--------|
| CONNECTICUT RIVER. (See <i>Boston & Maine.</i>) | - | - | - | - | - | - |
| DANVERS. (See <i>Boston & Maine.</i>) | - | - | - | - | - | - |
| FITCHBURG. (See <i>Boston & Maine.</i>) | - | - | - | - | - | - |
| GRAFTON & UPTON. HOLYOKE & WESTFIELD. (See N. Y., N. H. & Hartf'd.) | North Grafton, | Milford, | 16,500 | 16,500 | 3,750 | 20,250 |
| HOOSAC TUNNEL & WILMING- TON, ¹ | - | - | - | - | - | - |
| HORN POND BRANCH. (See <i>Boston & Maine.</i>) | Hoosac Tunnel, | Wilmington, Vt., | 8,220 | 25,000 | 3,000 | 28,000 |
| LOWELL & ANDOVER. (See <i>Boston & Maine.</i>) | - | - | - | - | - | - |
| MILFORD, FRANKLIN & PROV. (See N. Y., N. H. & Hartf'd.) | - | - | - | - | - | - |
| MILFORD & WOONSCKET. (See N. Y., N. H. & Hartf'd.) | - | - | - | - | - | - |
| NANTASKET BEACH. (See <i>New York, New Haven & Hartf'd.</i>) | - | - | - | - | - | - |
| NANTASKET CENTRAL, ¹ NASHUA, ACTON & BOSTON. (See <i>Boston & Maine.</i>) | Nantucket, | Siasconset, | 8,500 | 8,500 | .200 | 8,700 |
| NASHUA & LOWELL. (See <i>Boston & Maine.</i>) | - | - | - | - | - | - |
| NEWBURYPORT. (See <i>Boston & Maine.</i>) | - | - | - | - | - | - |
| NEW ENGLAND. (See N. Y., N. H. & Hartf'd.) | - | - | - | - | - | - |
| NEW HAVEN & NORTHAMPTON. (See N. Y., N. H. & Hartf'd.) | - | - | - | - | - | - |

1 A narrow-gauge railroad.

* Trackage rights.

Description of Railroads Owned and Operated — Continued.

| RAILROADS AND BRANCHES. (LEASED ROADS IN ROMAN.) (BRANCHES IN ITALICS.) | 1. — TERMINI. | | 2. — LENGTH OF LINE. | | 3. — SECOND TRACK. | | 4. — SIDE TRACK. | | 5. — Total Length computed as Single Track. |
|--|---------------------|--------------------|----------------------|------------------------|----------------------|------------------------|------------------|------------------------|---|
| | From | To | Total. | In Massa- chusetts. | Total. | In Massa- chusetts. | Total. | In Massa- chusetts. | |
| NEW LONDON NORTHERN (operated by <i>Central Vt. R. Co.</i>), NEW HAVEN & } | New London, Ct., | Brattleboro, Vt., | 121,000 | 54,900 | — | — | 20,700 | 10,500 | 141,700 |
| NEW YORK, NEW HAVEN & } | W'dawn Jct., N. Y., | Providence, R. I., | 173,770 | — | 284,410 ¹ | — | 129,780 | — | 587,960 |
| HARTFORD, . | New Haven, Ct., | Springfield, . | 60,170 | 5,950 | 60,170 | 5,950 | 88,710 | 8,420 | 209,050 |
| <i>Henderson Street,</i> | Auburn, R. I., | Providence, R. I., | 3,580 | — | 1,660 | — | 830 | — | 6,070 |
| <i>Housatonic,</i> | Bridgeport, Ct., | State Line, Mass., | 74,970 | — | — | — | 19,080 | — | 94,050 |
| | Brookfield, Ct., | Danbury, Ct., | 5,360 | — | — | — | 1,160 | — | 6,520 |
| | Botsford, Ct., | Huntington, Ct., | 9,790 | — | — | — | 1,460 | — | 11,250 |
| | Hawleyville, Ct., | Litchfield, Ct., | 32,280 | — | — | — | 3,900 | — | 36,180 |
| | Stonington, Ct., | Stonington, Ct., | 970 | — | — | — | — | — | 970 |
| <i>Loop,</i> | Berlin, Ct., | Middletown, Ct., | 9,700 | — | — | — | 5,430 | — | 15,130 |
| <i>Middletown,</i> | Berlin, Ct., | New Britain, Ct., | 3,180 | — | 3,180 | — | 9,190 | — | 15,550 |
| <i>New Britain,</i> | Stamford, Ct., | New Canaan, Ct., | 7,660 | — | — | — | 1,020 | — | 8,680 |
| <i>New Canaan,</i> | Auburn, R. I., | Pontiac, R. I., | 4,690 | — | — | — | 390 | — | 5,080 |
| <i>Pontiac,</i> | Windsor Locks, Ct., | Suffield, Ct., | 4,320 | — | — | — | 1,170 | — | 5,490 |
| <i>Suffield,</i> | Hartford, Ct., | Fenwick, Ct., | 46,200 | — | — | — | 9,910 | — | 56,110 |
| <i>Valley,</i> | New Haven, Ct., | New Haven, Ct., | 1,660 | — | — | — | — | — | 1,660 |
| <i>West River,</i> | Attleborough, . | N. Attleborough, . | 4,000 | 4,000 | — | — | 1,480 | 1,480 | 5,480 |
| Attleborough Branch, | W. Stockbridge, | State Line, Ct., | 20,530 | 20,530 | — | — | 4,990 | 4,990 | 25,520 |
| Berkshire, | Ashland Jct., | Ashland, . | 220 | 220 | — | — | — | — | 220 |
| Boston & Albany*, | Springfield Jct., | Springfield, . | 590 | 590 | — | — | — | — | 590 |
| Boston & Albany*, | Worcester Jct., | Worcester, . | 150 | 150 | 150 | — | — | — | 300 |
| Boston & Maine*, | Conway Jct., | Shelburne Falls, . | 4,670 | 4,670 | — | — | — | — | 4,670 |
| Boston & Maine*, | Lowell Jct., | Lowell, . | 570 | 570 | — | — | — | — | 570 |
| Boston & New York Air Line, | New Haven, Ct., | Willimantic, Ct., | 52,260 | — | 5,230 | — | 16,330 | — | 73,820 |
| Colchester, | Turnerville, Ct., | Colchester, Ct., | 3,590 | — | — | — | 900 | — | 4,490 |

| Boston & Providence, Connection with New Eng- land R.R., | Boston, | Providence, R. I., | 41.890 ² | 38.700 | 67.650 ³ | 60.160 ⁴ | 64.120 ⁵ | 47.320 ⁶ | 173.660 |
|--|----------------------|-----------------------------------|---------------------|--------|---------------------|---------------------|---------------------|---------------------|---------|
| Dedham, . . . | Readville, . . | Readville, . . | 1.200 | 1.200 | 1.200 | 1.200 | - | - | 2.400 |
| India Point, . . | Readville, . . | Dedham, . . | 2.470 | 2.470 | 2.470 | 2.470 | 2.940 | 2.940 | 7.880 |
| Stoughton, . . | East Junction, . | India Point, R. I., | 8.050 | 3.490 | - | - | 8.280 | -200 | 16.330 |
| West Roxbury, . | Canton Jct., . | Stoughton, . . | 4.050 | 4.050 | 4.050 | 4.050 | 2.920 | 2.920 | 11.020 |
| Boston Terminal,* | Forest Hills Sta., | Dedham, . . | 5.370 | 5.370 | 5.370 | 5.370 | 3.530 | 3.530 | 14.270 |
| Chatham, . . . | Boston Station, . | Fort Point Channel, | .420 | .420 | 1.260 ⁵ | 1.260 ⁵ | - | - | 1.680 |
| Danbury & Norwalk, | Chatham, . . | Harwich, . . | 7.070 | 7.070 | - | - | .770 | .770 | 7.840 |
| Hawleyville, . . | Danbury, Ct., . | Wilson's Pt, Ct., . | 26.280 | - | - | - | 19.230 | - | 45.510 |
| Ridgefield, . . | Bethel, Ct., . | Hawleyville, Ct., | 5.950 | - | - | - | .640 | - | 6.590 |
| Harlem River & Port Chester, | Branchville, Ct., | Ridgefield, Ct., . | 3.970 | - | - | - | .420 | - | 4.390 |
| Holyoke & Westfield, | Harlem Riv., N.Y., | New Rochelle, N. Y., | 11.500 | - | 14.000 ⁸ | - | 74.640 | - | 100.140 |
| Mid., Meriden & Waterbury, } | Westfield, . . | Holyoke, . . | 10.320 | 10.320 | - | - | 14.240 | 14.240 | 24.560 |
| Milford, Franklin & Prov., } | Westfield, Ct., | Waterbury, Ct., | 26.000 | - | - | - | 6.460 | - | 32.460 |
| Milford & Woonsocket, } | Westfield, Ct., | Cromwell, Ct., . | 3.500 ⁷ | - | - | - | 1.160 | - | 4.660 |
| Nantasket Beach, . . | Franklin, . . | Bellingham, . . | 4.650 | 4.650 | - | - | .440 | .440 | 5.090 |
| Naugatuck, . . . | Ashland, . . | Pemberton, . . | 15.130 | 15.130 | - | - | 3.640 | 3.640 | 18.770 |
| Watertown, . . . | Nantasket Jct., . | Winsted, Ct., . | 6.950 | 6.950 | 6.880 | 6.880 | 4.500 | 4.500 | 18.330 |
| Newburg, Dutch. & Conn.,* } | Naugatuck Jct., Ct., | Watertown, Ct., | 56.550 | - | 5.400 | - | 25.430 | - | 87.380 |
| New England, . . . | Hopewell Jct., N.Y., | Waterbury, Ct., | 10.950 | - | - | - | .660 | - | 5.100 |
| | Boston, . . . | Wicopee Jct., N.Y., | 213.560 | 50.630 | 115.360 | 50.630 | 148.280 | 64.300 | 477.200 |
| | Wicopee Jct., N.Y., | Fishkill-on-Hud- son, N. Y., . | 1.710 | - | - | - | 7.410 | - | 9.120 |
| Dedham, . . . | Dedham Jct., . | Dedham, . . | 1.530 | 1.530 | - | - | .950 | .950 | 2.480 |
| Islington, . . . | Islington, . . | Dedham, . . | 2.000 | 2.000 | - | - | - | - | 2.000 |
| Melrose, . . . | Melrose, Ct., . | Rockville, Ct., | 7.220 | - | - | - | .310 | - | 7.530 |

* Trackage rights.

² Including only one-half the length of joint tracks between Providence station and Boston switch, so-called, viz.: 5,000 miles of first or single track; 5,000 miles of second track; 4,300 miles of third track; 4,300 miles of fourth track; and 10,120 miles of sidings; these distances being the total length.³ Including 12,880 miles of third track and 12,880 miles of fourth track.⁴ Including 10,730 miles of third track and 10,730 miles of fourth track.⁵ Including .420 mile of third track and .420 mile of fourth track.⁶ Including 1,250 miles of third track and 1,250 miles of fourth track.⁷ No regular trains run over this track.¹ Including 55,320 miles of third track and 55,320 miles of fourth track.

Description of Railroads Owned and Operated — Continued.

| RAILROADS AND BRANCHES. (LEASED ROADS IN ROMAN.) (BRANCHES IN ITALICS.) | 1. — TERMINI. | | 2. — LENGTH OF LINE. | | 3. — SECOND TRACK. | | 4. — SIDE TRACK. | | 5. — Total length considered as Single Track. |
|---|----------------------|---------------------|----------------------|------------------------|---------------------|------------------------|------------------|------------------------|---|
| | From | To | Total. | In Massa- chusetts. | Total. | In Massa- chusetts. | Total. | In Massa- chusetts. | |
| NEW YORK, NEW HAVEN & HARTFORD — Con. | | | | | | | | | |
| New England — Con. | | | | | | | | | |
| <i>Providence,</i> | Providence, R. I., | Willimantic, Ct., | 57.760 | — | 1.270 | — | 22.250 | — | 81.280 |
| <i>South Boston Freight,</i> | South Boston, . | South Boston, . | 1.040 | 1.040 | 1.040 | 1.040 | — | — | 2.080 |
| <i>Southbridge,</i> | E. Thompson, Ct., | Southbridge, . | 17.360 | 12.010 | — | — | 3.000 | 2.490 | 20.360 |
| <i>Springfield,</i> | E. Hartford, Ct., | Springfield Jct., . | 28.310 | 8.140 | — | — | 6.660 | 3.900 | 34.970 |
| <i>Woonsocket,</i> | Cook St., Newton, | Woonsocket, R. I., | 28.670 | 27.600 | — | — | 7.310 | 4.990 | 35.980 |
| New Haven & Derby, | New Haven, Ct., | Ansonia, Ct., | 12.900 | — | — | — | 7.250 | — | 20.150 |
| <i>Huntington,</i> | Derby, Ct., | Huntington, Ct., | 3.790 | — | — | — | 1.990 | — | 5.780 |
| New Haven & Northampton, | New Haven, Ct., | Conway Jct., . | 94.640 | 43.380 | — | — | 44.450 | 22.310 | 139.090 |
| <i>New Hartford,</i> | Farmington, Ct., | N. Hartford, Ct., | 14.090 | — | — | — | 3.620 | — | 17.710 |
| <i>Turner's Falls,</i> | S. Deerfield, . | Turner's Falls, . | 10.070 | 10.070 | — | — | 2.690 | 2.690 | 12.760 |
| <i>Williamsburg,</i> | Northampton, . | Williamsburg, . | 7.510 | 7.510 | — | — | 2.190 | 2.190 | 9.700 |
| New York & Harlem,* | Grand Central | | | | | | | | |
| Norwich & Worcester, | Depot, N. Y., | Woodlawn J., N. Y., | 12.030 | — | 36.090 ¹ | — | — | — | 48.120 |
| <i>Connection with New Lon-</i> | Worcester, . | Groton Jct., Ct., | 70.970 | 17.830 | — | — | 36.370 | 11.520 | 107.340 |
| <i>don Northern R.R.,</i> { | | | | | | | | | |
| | Norwich, Ct., . | Norwich, Ct., . | .630 | — | — | — | .270 | — | .900 |
| | Boston, | Newport, R. I., . | 67.600 | 51.410 | 47.830 ² | 47.830 ² | 51.310 | 45.030 | 166.740 |
| | May Flower Pk., . | Somerset Jct., . | 36.310 | 36.310 | 26.750 ³ | 26.750 ³ | 33.280 | 33.280 | 96.340 |
| | Middleborough, . | Provincetown, . | 85.660 | 85.660 | 19.720 | 19.720 | 16.680 | 16.680 | 122.060 |
| | Raynham, | Whittenton Jct., . | 3.380 | 3.380 | 3.380 | 3.380 | 1.180 | 1.180 | 7.940 |
| | Braintree, | Kingston, . . . | 32.340 | 32.340 | 8.410 | 8.410 | 6.560 | 6.560 | 47.310 |
| | So. Braintree, . . . | Plymouth, . . . | 26.040 | 26.040 | 4.280 | 4.280 | 12.090 | 12.090 | 42.410 |
| | Framingham, . . . | Lowell, | 26.120 | 26.120 | 4.360 | 4.360 | 10.500 | 10.500 | 40.980 |
| Old Colony, | New Bedford, . . | Fitchburg, . . . | 91.250 | 91.250 | 50.350 ⁴ | 50.350 ⁴ | 65.200 | 65.200 | 206.800 |

| | Attleboro' Br. Jct., | Attleborough, | 8.600 | 8.600 | 8.600 | 2.640 ¹ | 2.640 ¹ | 11.240 |
|-------------------------------------|----------------------|------------------|--------|--------|--------|--------------------|--------------------|--------|
| Attleborough, | Whitman, | Bridgewater, | 6.120 | 6.120 | 6.120 | 1.780 | 1.780 | 7.900 |
| Bridgewater, | Elmwood, | Westdale, | .750 | .750 | .750 | - | - | .750 |
| Brookton, | Boston, | Boston, | .230 | .230 | .230 | .230 | - | .460 |
| Connection with New England R.R., | Attleborough, | Attleborough, | .220 | .220 | .220 | - | - | .220 |
| Connection with Prov. & Worc. R.R., | Neponset, | Mattapan, | 3.300 | 3.300 | 3.300 | 1.330 | 1.330 | 4.630 |
| Dorchester & Milton, | Matfield, | Easton, | 7.560 | 7.560 | 7.560 | .920 | .920 | 8.480 |
| Easton, | Middleborough, | Middleborough, | .420 | .420 | .420 | - | - | .420 |
| Extension to Plymouth & Mid. R.R., | Fairhaven, | Tremont, | 15.170 | 15.170 | 15.170 | 1.200 | 1.200 | 16.370 |
| Fairhaven, | Fall River, | New Bedford, | 12.250 | 12.250 | 12.250 | 2.690 | 2.690 | 14.940 |
| Fall River, | Atlantic, | Braintree, | 5.410 | 5.410 | 5.410 | 3.450 | 3.450 | 8.860 |
| Granite, | N. Abington, | Hanover, | 7.800 | 7.800 | 7.800 | 3.700 | 3.700 | 11.500 |
| Hanover, | Yarmouth, | Hyannis, | 5.050 | 5.050 | 5.050 | 2.270 | 2.270 | 7.320 |
| Hyannis, | Lancaster Br. Jct., | Lancaster Mills, | 1.630 | 1.630 | 1.630 | .380 | .380 | 2.010 |
| Lancaster, | Marlboro' Jct., | Marlborough, | 1.470 | 1.470 | 1.470 | 1.470 | 1.470 | 2.940 |
| Marlborough, | Middleborough, | Taunton Jct., | 8.040 | 8.040 | 8.040 | 1.540 | 1.540 | 9.580 |
| Middleborough & Taunton, | S. Framingham, | Reformatory, | .620 | .620 | .620 | .540 | .540 | 1.160 |
| Prison, | Harrison Sq., | Shawmut Jct., | 2.390 | 2.390 | 2.390 | 1.010 | 1.010 | 3.400 |
| Shawmut, | Praet's Jct., | Stirling Jct., | 5.030 | 5.030 | 5.030 | 1.350 | 1.350 | 6.380 |
| Stirling, | Stoughton Jct., | Stoughton, | 1.650 | 1.650 | 1.650 | .580 | .580 | 3.880 |
| Stoughton, | Walpole Jct., | Norwood Jct., | 5.760 | 5.760 | 5.760 | 2.580 | 2.580 | 8.340 |
| Walpole & Dedham,, | Fall River, | Warren, R. I., | 7.950 | 7.950 | 7.950 | 1.220 | .380 | 9.170 |
| Warren, | Taunton, | Taunton, | .980 | .980 | .980 | - | - | .980 |
| Whittemon Y., | Walpole Jct., | N. Attleborough, | 12.850 | 12.850 | 12.850 | 3.460 | 3.460 | 16.310 |
| Wrentham, | Buzzard's Bay,, | Wood's Hole, | 17.540 | 17.540 | 17.540 | 2.300 | 2.300 | 19.840 |
| Wood's Hole, | Pontiac, R. I., | Hope, R. I., | 5.670 | 5.670 | 5.670 | 1.410 | - | 7.080 |
| Pawtuxet Valley, | Plymouth,, | Middleborough, | 15.030 | 15.030 | 15.030 | 1.020 | 1.020 | 16.050 |
| Plymouth & Middleborough, | | | | | | | | |

² Including 1.000 mile of third track.⁴ Including .910 mile of third track.¹ Including 12.030 miles of third track and 12.030 miles of fourth track.² Including 2.680 miles of third track and 2.630 miles of fourth track.

* Trackage rights.

TABULATED STATEMENTS FROM RETURNS OF RAILROAD CORPORATIONS.

| OPERATING RAILROADS. | | 6. — BOSTON & ALBANY.* | 7. — BOSTON & MAINE. | 8. — BOSTON, REVERE BEACH & LYNN.† | 9. — CAPE ANN GRANITE. | 10. — CENTRAL VERMONT.‡ |
|---|---|---------------------------|---------------------------|--|---------------------------|----------------------------|
| ASSETS. | | | | | | |
| Construction, | . | — | \$41,815,846 04 | \$1,445,477 38 | \$22,381 63 | — |
| Equipment, | . | — | 5,203,062 08 | 258,434 89 | 10,500 00 | — |
| Lands, | . | \$5,277 00 | 1,321,825 50 | 85,087 00 | — | — |
| Stocks and bonds of other companies, . | . | 125,563 00 | 10,679,154 51 | — | — | — |
| Other permanent property, | . | 350,485 00 | 121,521 67 | 131,000 00 | — | — |
| <i>Total permanent investments,</i> | . | 481,325 00 | 59,141,409 80 | 1,919,999 27 | 32,881 63 | — |
| Cash and current assets, | . | 2,227,085 03 | 8,656,928 87 | 27,695 21 | 2,711 99 | — |
| Miscellaneous assets, | . | 510,190 72 | 3,024,563 26 | 23,875 33 | — | — |
| GROSS ASSETS, | . | 3,218,600 75 | 70,822,901 93 | 1,971,569 81 | 35,593 62 | — |
| LIABILITIES. | | | | | | |
| Capital stock, common, | . | — | \$23,367,170 70 | \$850,000 00 | \$20,000 00 | — |
| preferred, | . | — | 3,149,800 00 | — | — | — |
| <i>Total capital stock,</i> | . | — | 26,516,970 70 | 850,000 00 | 20,000 00 | — |
| Funded debt, | . | — | 28,794,914 96 | 850,000 00 | — | — |
| Real estate mortgages, | . | — | 594,800 00 | — | — | — |
| Current liabilities, | . | \$308,448 00 | 5,761,645 88 | 195,279 20 | 14,743 96 | — |
| Accrued liabilities, | . | 2,528,732 33 | 3,385,057 37 ¹ | 8,500 00 | — | — |
| <i>Total indebtedness,</i> | . | 2,837,180 33 | 38,536,418 21 | 1,053,779 20 | 14,743 96 | — |
| Sinking and other special funds, | . | 175,118 44 | 2,374,547 17 | 10,000 00 | — | — |
| GROSS LIABILITIES, | . | 3,012,298 77 | 67,427,936 08 | 1,913,779 20 | 34,743 96 | — |
| INCOME. | | | | | | |
| Revenue from passengers, | . | \$4,003,701 56 | \$11,147,757 49 | \$394,081 69 | — | \$195,255 13 |
| from mails, | . | 350,626 05 | 438,760 43 | — | — | 17,817 95 |
| from express, | . | 264,878 52 | 801,681 05 | — | — | 16,826 28 |

| | | | | | |
|---|----------------|-----------------|--------------|------------|--------------|
| from extra baggage and storage, . . . | 53,600 11 | 137,960 97 | - | - | 2,138 07 |
| from other passenger service, . . . | 70,711 10 | - | - | - | - |
| <i>Total passenger revenue, . . .</i> | 4,743,517 34 | 12,526,159 94 | 394,081 69 | - | 232,087 43 |
| Revenue from freight, . . . | 4,739,885 82 | 17,437,916 60 | - | - | 653,539 06 |
| from other freight service, . . . | 247,523 95 | 770,598 88 | - | - | - |
| <i>Total freight revenue, . . .</i> | 4,987,409 77 | 18,208,515 48 | - | - | 653,539 06 |
| <i>Total passenger and freight revenue, . . .</i> | 9,730,927 11 | 30,734,675 42 | 394,081 69 | - | 885,626 49 |
| Other earnings from operation, . . . | 215,398 88 | 66,239 42 | - | - | 16,460 96 |
| <i>Gross earnings from operation, . . .</i> | 9,946,325 99 | 30,800,914 84 | 394,081 69 | - | 902,087 45 |
| Income from other sources, . . . | - | 573,275 56 | 13,313 90 | - | - |
| GROSS INCOME, . . . | 9,946,325 99 | 31,374,190 40 | 407,395 59 | 9,531 38 | 902,087 45 |
| EXPENDITURES. | | | | | |
| Operating expenses, . . . | \$6,425,571 45 | \$21,522,187 38 | \$334,310 61 | \$7,169 02 | \$795,096 66 |
| Interest on funded and other debts, . . . | - | 1,268,588 23 | 45,677 21 | 1,972 90 | - |
| Taxes, . . . | 898,472 56 | 1,547,315 05 | 10,407 77 | 322 80 | 52,804 00 |
| Rentals paid, . . . | 2,415,980 00 | 5,194,401 45 | - | - | 206,292 29 |
| Other charges upon income, . . . | - | 151,285 00 | - | - | - |
| Dividends paid, . . . | - | 1,645,000 39 | 17,000 00 | - | - |
| GROSS EXPENDITURES, . . . | 9,740,024 01 | 31,328,777 50 | 407,395 59 | 9,464 72 | 1,054,192 95 |
| CONDENSED EXHIBIT FOR THE YEAR. | | | | | |
| Net income from operation, . . . | \$3,520,754 54 | \$9,278,727 46 | \$59,771 08 | \$2,362 36 | \$106,990 79 |
| Income from other sources, . . . | - | 573,275 56 | 13,313 90 | - | - |
| <i>Total income above operating expenses, . . .</i> | 3,520,754 54 | 9,852,003 02 | 73,084 98 | 2,362 36 | 106,990 79 |
| Interest, taxes, rentals, and other charges, . . . | 3,314,452 56 | 8,161,589 93 | 56,084 98 | 2,295 70 | 259,096 29 |
| <i>Net divisible income, . . .</i> | 206,301 98 | 1,690,413 29 | 17,000 00 | 66 66 | 152,105 50d |
| Amount of dividends declared, . . . | - | 1,645,000 39 | 17,000 00 | - | - |
| Percentage of dividends declared, . . . | - | - ² | 2.0 | - | - |
| SURPLUS FOR THE YEAR, . . . | 206,301 98 | 45,412 90 | - | 66 66 | 152,105 50d |

* Operations of the New York Central & Hudson River, lessee. For financial statement of the Boston & Albany R.R. Co. see column 13.

† A narrow-gauge railroad.

‡ Operating the New London Northern under lease.

1 Including amounts which will be due leased roads on termination of leases, \$2,100,537.44.

2 Seven per cent on common and six per cent on preferred capital stock.

Tabulated Statements from Returns of Railroad Corporations — Continued.

| OPERATING RAILROADS. | 6. — BOSTON & ALBANY — CON. | 7. — BOSTON & MAINE — CON. | 8. — BOSTON, REVERE BEACH & LYNN — CON. | 9. — CAPE ANN GRANITE — CON. | 10. — CENTRAL VERMONT — CON. |
|---|--------------------------------|-------------------------------|---|---------------------------------|---------------------------------|
| SURPLUS. | | | | | |
| Surplus June 30, 1900, | — | \$1,519,752 55 | \$57,790 61 | \$783 00 | — |
| for the year, | \$206,301 98 | 45,412 90 | — | 66 66 | — |
| Additions during the year, | — | — | — | — | — |
| Deductions during the year, | — | — | — | — | — |
| TOTAL SURPLUS JUNE 30, 1901, | 206,301 98 | 3,394,965 85 | 57,790 61 | 849 66 | — |
| VOLUME OF TRAFFIC, ETC. | | | | | |
| Passengers carried, | 10,112,576 | 38,496,814 | 6,496,805 | — | 503,932 |
| average length of journey, | 22.734 miles. | 16.430 miles. | 5.855 miles. | — | 17.440 miles. |
| Total passenger mileage, | 229,796,683 | 632,476,537 | 38,044,529 | — | 8,789,175 |
| Average fare per mile for local tickets, | 1.628 cents. | 1.745 cents. | 1.088 cents. | — | 2.960 cents. |
| for mileage tickets, | 2.000 " | — ² | — | — | 2.000 " |
| for time and commutation tickets, | 1.090 " | — ³ | — | — | 1.210 " |
| for interline tickets, | 2.004 " | 1.874 cents. | — | — | 2.080 " |
| Passengers carried to Boston, | 3,193,212 | 10,709,131 | 2,700,000 | — | — |
| from Boston, | 3,221,340 | 10,901,605 | 2,700,000 | — | — |
| Tons of freight hauled, | 4,998,234 | 17,516,571 | — | 44,332 | 1,082,057 |
| average length of haul, | 114.110 miles. | 87.820 miles. | — | 1.436 miles. | 44.760 miles. |
| Total freight mileage, | 570,341,990 | 1,538,317,388 | — | 63,661 | 48,432,001 |
| Average rate per ton mile, local freight, | 1.402 cents. | 2.122 cents. | — | — | — |
| interline freight, | .559 " | .774 " | — | — | — |

| | | | | | |
|---|-----------------|------------------------------|--------------|-------------|---------|
| Miles run by passenger trains, | 3,018,066 | 10,666,751 | 479,375 | - | 288,882 |
| by freight trains, | 2,432,283 | 7,424,741 | - | 2,659 | 411,637 |
| by mixed trains, | 21,486 | 174,963 | - | - | - |
| <i>Total mileage of trains earning revenue,</i> | 5,471,835 | 18,266,455 | 479,375 | 2,659 | 700,469 |
| Miles run by switching trains, | 1,382,420 | 6,495,946 | - | - | 203,350 |
| by construction and other trains, | 85,741 | 2,013,847 | 2,445 | - | - |
| <i>Total train mileage,</i> | 6,939,996 | 26,776,248 | 481,820 | 2,659 | 903,819 |
| EQUIPMENT. | | | | | |
| Number of locomotives, | 247 | 955 | 12 | 1 | 16 |
| of passenger and combination cars, | 282 | 1,191 | 59 | - | 13 |
| of dining, parlor and sleeping cars, | 14 ¹ | 9 | - | - | - |
| of baggage, express and mail cars, | 65 | 230 | - | - | 3 |
| of other passenger-service cars, | - | 106 | - | - | 6 |
| of freight cars (basis 8 wheels), | 4,306 | 16,249 | - | 15 | 187 |
| of officers' and pay cars, | 5 | 7 | - | - | - |
| of gravel and other cars, | 485 | 658 | 18 | - | 54 |
| MISCELLANEOUS. | | | | | |
| Whole number of stockholders, | - | 7,229 ⁴ | 274 | 8 | - |
| number in Massachusetts, | - | 4,678 ⁵ | 249 | 8 | - |
| Amount of stock held in Massachusetts, | - | \$15,218,700 00 ⁶ | \$824,200 00 | \$20,000 00 | - |
| Total miles of road operated, | 394,230 | 2,264,690 ⁷ | 13,200 | 1,436 | 121,000 |
| Highway grade crossings* in Massachusetts, | 337,600 | 793,640 | 13,200 | 1,436 | 54,900 |
| Railroad grade crossings* in Massachusetts, | 220 | 810 | 11 | 2 | 52 |
| Average number of employees, | 16 | 25 | - | - | 3 |
| | 5,031 | 21,912 | 278 | 4 | 681 |

¹ Not including 19.36 per cent of 4 buffet cars in "Boston & Chicago Line."² Within suburban limit, 1 to 2 cents; outside suburban limit, 2 to 2½ cents.³ Common, 4,143; preferred, 535.⁴ Average miles operated during the year 2,256,970.⁵ 500 miles, 2½ cents; 1,000 miles, 2 cents.⁶ Common, 6,562; preferred, 667.⁷ Common, \$12,710,600; preferred, \$2,508,100.

* Including those on leased lines.

Tabulated Statements from Returns of Railroad Corporations — Continued.

| OPERATING RAILROADS. | 11. — GRAFTON & UPTON. | 12. — HOOSAC TUNNEL & WILMING- TON.* | 13. — NANTUCKET CENTRAL.* | 14. — NEW YORK, NEW HAVEN & HART- FORD. | 15. — UNION FREIGHT. |
|---|---------------------------|--|------------------------------|---|-------------------------|
| ASSETS. | | | | | |
| Construction, | \$456,917 68 | \$428,609 49 | { \$35,000 00 } | \$54,318,216 15 | \$401,069 67 |
| Equipment, | 61,082 32 | 60,450 42 | | 5,261,793 72 | 14,000 00 |
| Lands, | — | — | — | — | — |
| Stocks and bonds of other companies, . | — | — | — | 23,739,022 73 | 13,000 00 |
| Other permanent property, | — | — | — | — | — |
| <i>Total permanent investments,</i> | 518,000 00 | 489,059 91 | 35,000 00 | 83,319,032 60 | 428,069 67 |
| Cash and current assets, | 12,435 66 | 36,656 16 | — | 13,406,841 98 | 18,936 50 |
| Miscellaneous assets, | — | 1,087 65 | — | 10,832,402 10 | 3,080 61 |
| GROSS ASSETS, | 530,435 66 | 526,803 72 | 35,000 00 | 107,558,276 68 | 450,086 78 |
| LIABILITIES. | | | | | |
| Capital stock, common, | \$250,000 00 | \$250,000 00 | \$18,000 00 | \$54,685,400 00 | \$300,000 00 |
| preferred, | — | — | — | — | — |
| <i>Total capital stock,</i> | 250,000 00 | 250,000 00 | 18,000 00 | 54,685,400 00 | 300,000 00 |
| Funded debt, | 268,000 00 | 250,000 00 | 17,000 00 | 32,536,200 00 | — |
| Real estate mortgages, | — | — | — | — | 88,500 00 |
| Current liabilities, | — | 10,620 37 | 1,830 00 | 6,622,818 03 | 10,366 30 |
| Accrued liabilities, | — | 4,166 67 | — | 590,341 39 | — |
| <i>Total indebtedness,</i> | 268,000 00 | 264,787 04 | 18,830 00 | 39,749,359 42 | 98,866 30 |
| Sinking and other special funds, . . | — | — | — | — | — |
| GROSS LIABILITIES, | 518,000 00 | 514,787 04 | 36,830 00 | 94,434,759 42 | 398,866 30 |
| INCOME. | | | | | |
| Revenue from passengers, | \$17,877 92 | \$10,675 82 | \$3,458 00 | \$16,736,761 78 | — |
| from mails, | 903 28 | 1,071 60 | 60 44 | 633,024 01 | — |
| from express, | 3,478 35 | 1,664 20 | 769 81 | 1,323,770 68 | — |

| | | | | | |
|---|-------------|-------------|------------|-----------------|-------------|
| from extra baggage and storage, . . . | - | - | - | \$181,330 60 | - |
| from other passenger service, . . . | - | - | - | 978,206 00 | - |
| <i>Total passenger revenue, . . .</i> | 22,259 55 | 13,411 62 | 4,288 25 | 19,853,093 07 | - |
| Revenue from freight, . . . | 40,317 59 | 47,485 23 | - | 19,117,043 46 | \$71,935 10 |
| from other freight service, . . . | - | - | - | 747,657 24 | - |
| <i>Total freight revenue, . . .</i> | 40,317 59 | 47,485 23 | - | 19,864,700 70 | 71,935 10 |
| <i>Total passenger and freight revenue, . . .</i> | 62,577 14 | 60,896 85 | 4,288 25 | 39,717,793 77 | 71,935 10 |
| Other earnings from operation, . . . | - | 14 72 | - | 414,517 60 | 621 67 |
| <i>Gross earnings from operation, . . .</i> | 62,577 14 | 60,911 57 | 4,288 25 | 40,132,311 37 | 72,556 77 |
| Income from other sources, . . . | 384 52 | 769 02 | - | 562,560 23 | - |
| GROSS INCOME, . . . | 62,961 66 | 61,680 59 | 4,288 25 | 40,694,871 60 | 72,556 77 |
| EXPENDITURES. | | | | | |
| Operating expenses, . . . | \$52,820 07 | \$39,010 03 | \$3,010 10 | \$28,048,478 90 | \$65,936 61 |
| Interest on funded and other debts, . . . | 10,900 00 | 12,500 00 | 1,020 00 | 1,168,834 71 | 3,227 41 |
| Taxes, . . . | 521 35 | 674 01 | 28 15 | 2,367,635 63 | 2,560 29 |
| Rentals paid, . . . | - | - | - | 4,451,634 37 | - |
| Other charges upon income, . . . | - | - | - | - | - |
| Dividends paid, . . . | - | 5,000 00 | - | 4,294,738 00 | - |
| GROSS EXPENDITURES, . . . | 64,241 42 | 57,184 04 | 4,058 25 | 40,331,321 61 | 71,724 31 |
| CONDENSED EXHIBIT FOR THE YEAR. | | | | | |
| Net income from operation, . . . | \$9,757 07 | \$21,901 54 | \$1,278 15 | \$12,083,832 47 | \$6,620 16 |
| Income from other sources, . . . | 384 52 | 769 02 | - | 562,560 23 | - |
| <i>Total income above operating expenses, . . .</i> | 10,141 59 | 22,670 56 | 1,278 15 | 12,646,392 70 | 6,620 16 |
| Interest, taxes, rentals, and other charges, . . . | 11,421 35 | 13,174 01 | 1,048 15 | 7,988,104 71 | 5,787 70 |
| <i>Net divisible income, . . .</i> | 1,279 76d | 9,496 55 | 230 00 | 4,658,287 99 | 832 46 |
| Amount of dividends declared, . . . | - | 5,000 00 | - | 4,294,738 00 | - |
| Percentage of dividends declared, . . . | - | 2 0 | - | 8 0 | - |
| SURPLUS FOR THE YEAR, . . . | 1,279 76d | 4,496 55 | 230 00 | 363,549 99 | 832 46 |

* A narrow-gauge railroad.

d Deficit.

Tabulated Statements from Returns of Railroad Corporations — Continued.

| OPERATING RAILROADS. | 11.—GRAFTON & UFTON — Con. | 12.—HOOSAC TUNNEL & WILMING- TON — Con. | 13.—NANTUCKET CENTRAL — Con. | 14.—NEW YORK, NEW HAVEN & HART- FORD — Con. | 15.—UNION FREIGHT — Con. |
|---|-------------------------------|---|---------------------------------|---|-----------------------------|
| SURPLUS. | | | | | |
| Surplus June 30, 1900, | \$13,715 42 | \$7,520 13 | \$2,060 00 <i>d</i> | \$12,186,131 21 | \$50,388 02 |
| for the year, | 1,279 76 <i>d</i> | 4,496 55 | 230 00 | 363,549 99 | 832 46 |
| Additions during the year, | — | — | — | 582,046 92 | — |
| Deductions during the year, | — | — | — | 8,210 86 | — |
| TOTAL SURPLUS JUNE 30, 1901, | 12,435 66 | 12,016 68 | 1,830 00 | 13,123,517 26 | 51,220 48 |
| VOLUME OF TRAFFIC, ETC. | | | | | |
| Passengers carried, | 61,582 | 25,769 | 9,590 | 53,051,460 | — |
| average length of journey, | 10,000 miles. | 12,290 miles. | 8,500 miles. | 17,890 miles. | — |
| Total passenger mileage, | 615,820 | 316,698 | 81,515 | 949,079,966 | — |
| Average fare per mile for local tickets, | 3.600 cents. | 4.000 cents. | 4.400 cents. | 1.963 cents. | — |
| for mileage tickets, | — | 3.000 " | — | 2.000 " | — |
| for time and commutation tickets, | 1.500 " | — | — | .586 " | — |
| for interline tickets, | 3.200 " | 2.200 " | — | 2.050 " | — |
| Passengers carried to Boston, | — | — | — | 9,077,549 | — |
| from Boston, | — | — | — | 9,166,195 | — |
| Tons of freight hauled, | 91,005 | 46,096 | — | 15,436,435 | 249,084 |
| average length of haul, | 9,000 miles. | 16,800 miles. | — | 83,720 miles. | 1.375 miles. |
| Total freight mileage, | 819,045 | 774,462 | — | 1,292,378,364 | 342,491 |
| Average rate per ton mile, local freight, | 3.640 cents. | 6.131 cents. | — | 2.375 cents. | 21.004 cents. |
| interline freight, | 2.910 " | — | — | 1.101 " | — |

| | | | | | |
|---|--------------|--------------|-------------|-----------------|--------------|
| Miles run by passenger trains, | 38,847 | 19,227 | 6,500 | 13,898,315 | - |
| by freight trains, | 17,550 | 8,638 | - | 5,969,950 | 20,985 |
| by mixed trains, | 1,565 | 10,946 | - | 239,667 | - |
| Total mileage of trains earning revenue, | 57,962 | 38,811 | 6,500 | 20,107,932 | 20,985 |
| Miles run by switching trains, | 9,310 | - | - | 5,320,183 | - |
| by construction and other trains, | 920 | - | - | 374,826 | - |
| Total train mileage, | 68,192 | 38,811 | 6,500 | 25,802,941 | 20,985 |
| EQUIPMENT. | | | | | |
| Number of locomotives, | 4 | 6 | 2 | 922 | 4 |
| of passenger and combination cars, | 4 | 6 | 3 | 1,436 | - |
| of dining, parlor and sleeping cars, | - | - | - | 124 | - |
| of baggage, express and mail cars, | 2 | - | 1 | 265 | - |
| of other passenger-service cars, | - | 2 | - | - | - |
| of freight cars (basis 8 wheels), | 1 | 125 | 3 | 12,915 | - |
| of officers' and pay cars, | - | - | - | 13 | - |
| of gravel and other cars, | - | 38 | 1 | 571 | - |
| MISCELLANEOUS. | | | | | |
| Whole number of stockholders, | 17 | 44 | 5 | 9,560 | 3 |
| number in Massachusetts, | 15 | 21 | 5 | 4,293 | 3 |
| Amount of stock held in Massachusetts, | \$239,200 00 | \$240,100 00 | \$18,000 00 | \$19,231,600 00 | \$300,000 00 |
| Total miles of road operated, | 16,500 | 25,000 | 8,500 | 2,037,680 | 2,431 |
| operated in Massachusetts, | 16,500 | 8,220 | 8,500 | 881,250 | 2,431 |
| Highway grade crossings* in Massachusetts, | 29 | - | 5 | 872 | - |
| Railroad grade crossings* in Massachusetts, | - | - | - | 10 | - |
| Average number of employees, | 39 | 40 | 16 | 25,523 | 40 |

d Deficit.

* Including those on leased lines.

Tabulated Statements from Returns of Railroad Corporations — Continued.

| LEASED RAILROADS.* | 16.—ATTLEBOROUGH BRANCH. 1 | 17.—PERKSHIRE. 1 | 18.—BOSTON & ALBANY. 2 | 19.—BOSTON & LOWELL. 3 | 20.—BOSTON & PROVIDENCE. 1 |
|--|-------------------------------|------------------|---------------------------|---------------------------|-------------------------------|
| ASSETS. | | | | | |
| Construction, | \$131,416 48 | \$600,000 00 | \$28,015,484 61 | \$12,057,694 72 | \$5,046,088 30 |
| Equipment, | — | — | 3,572,400 00 | 833,583 94 | 871,234 35 |
| Other permanent property, . . | — | 3,970 00 | — | 3,279,105 50 | 419,703 86 |
| Cash and current assets, . . . | 240 66 | 12,249 55 | 8,795,702 27 | 790,818 61 | 162,957 84 |
| GROSS ASSETS, | 131,657 14 | 616,219 55 | 40,383,586 88 | 16,961,202 77 | 6,499,983 85 |
| LIABILITIES. | | | | | |
| Capital stock, | \$131,700 00 | \$600,000 00 | \$25,000,000 00 | \$6,529,400 00 | \$4,000,000 00 |
| Funded debt, | — | — | 7,485,000 00 | 8,529,000 00 | 2,170,000 00 |
| Current and accrued liabilities, . | — | 1,345 50 | 679,600 74 | 358,759 52 | 249,892 50 |
| Sinking and other special funds, . | — | — | 5,675,118 44 | 107,979 34 | — |
| GROSS LIABILITIES, | 131,700 00 | 601,345 50 | 38,839,719 18 | 15,525,138 86 | 6,419,892 50 |
| INCOME, EXPENDITURES, ETC. | | | | | |
| Total income from all sources, . . | \$9,219 00 | \$36,646 00 | \$2,618,480 00 | \$864,069 50 | \$490,200 00 |
| Total expenses, | — | 422 35 | 6,540 01 | 7,000 00 | 4,335 07 |
| Interest on funded and other debts, . | — | — | 337,980 00 | 334,717 50 | 86,800 00 |
| Rentals, | — | — | 78,000 00 | — | — |
| <i>Net divisible income,</i> | 9,219 00 | 36,223 65 | 2,195,959 99 | 522,352 00 | 399,064 93 |
| Amount of dividends declared, . . | 9,219 00 | 36,000 00 | 2,187,500 00 | 522,352 00 | 400,000 00 |
| Percentage of dividends declared, . | 7.0 | 6.0 | 8.75 | 8.0 | 10.0 |
| <i>Surplus for the year,</i> | — | 223 65 | 8,459 99 | — | 935 07 ^d |
| Total surplus, June 30, 1901, . . | 42 86 ^d | 14,874 05 | 1,543,867 70 | 1,436,063 91 | 80,091 35 |

^d Deficit.* Leased to and operated by ¹ New York, New Haven & Hartford, ² New York Central & Hudson River, ³ Boston & Maine.

Tabulated Statements from Returns of Railroad Corporations — Continued.

| LEASED RAILROADS.* | 21.—CHATHAM.1 | 22.—CHESTER & BECKETT.2 | 23.—CONNECTICUT RIVER.3 | 24.—DANVERS.† | 25.—FITCHBURG.3 |
|---|---------------|----------------------------|----------------------------|---------------|------------------------------|
| ASSETS. | | | | | |
| Construction, | \$98,435 58 | \$136,893 98 | \$3,525,803 06 | \$239,678 15 | \$39,872,386 64 |
| Equipment, | — | — | 456,977 66 | — | 3,830,267 01 |
| Other permanent property, | 2,055 55 | — | 642,382 50 | — | 1,891,216 56 |
| Cash and current assets, | 2,984 51 | 305 45 | 513,541 78 | — | 455,185 78 |
| Other assets and property, | — | — | — | — | 1,160,549 03 |
| GROSS ASSETS, | 103,475 64 | 137,199 43 | 5,137,405 00 | 239,678 15 | 47,209,605 02 |
| LIABILITIES. | | | | | |
| Capital stock, | \$68,200 00 | \$50,000 00 | \$2,630,000 00 | \$67,500 00 | \$24,360,000 00 ^g |
| Funded debt, | 23,700 00 | 50,000 00 | 2,580,000 00 | 125,000 00 | 21,164,000 00 |
| Current and accrued liabilities, | 237 00 | 51,394 56 | 121,232 95 | 25,000 00 | 899,333 67 |
| Sinking and other special funds, | — | — | 746 92 | — | — |
| GROSS LIABILITIES, | 92,137 00 | 151,394 56 | 5,331,979 87 | 217,500 00 | 46,423,333 67 |
| INCOME, EXPENDITURES, ETC. | | | | | |
| Total income from all sources, | \$3,087 74 | \$407 73 | \$359,175 00 | — | \$1,781,403 18 |
| Total expenses, | 138 84 | 28 40 | 2,000 00 | — | 7,463 18 |
| Interest on funded and other debts, | 1,428 00 | 4,497 25 | 96,675 00 | — | 920,405 00 |
| Taxes, | 170 70 | — | — | — | — |
| Net divisible income, | 1,350 20 | 4,117 92 ^d | 260,500 00 | — | 853,535 00 |
| Amount of dividends declared, | — | — | 260,500 00 | — | 853,535 00 |
| Percentage of dividends declared, | — | — | 10.04 | — | — |
| Surplus for the year, | 1,350 20 | 4,117 92 ^d | — | — | — |
| Total surplus, June 30, 1901, | 11,338 64 | 14,195 13 ^d | 194,274 87 ^e | \$22,178 15 | 786,271 35 ^f |

* Leased to and operated by ¹ New York, New Haven & Hartford, ² Boston & Albany (New York Central & Hudson River, lessee), ³ Boston & Maine.

† This road is virtually owned by the Boston & Maine, and its earnings and expenses are included in the return of that company.

⁴ Ten per cent on \$2,580,000 for one year and five per cent on \$50,000 for six months.⁵ Crediting \$100,724 for premium on stock and bonds and debiting \$2,309.58 for expenses issuing stock and bonds.⁶ Common, \$7,000,000; preferred, \$17,360,000.⁷ Crediting \$535,696.14 and debiting \$715,421.97.^d Deficit.

Tabulated Statements from Returns of Railroad Corporations — Continued.

| LEASED RAILROADS.* | 26.—HOLYOKE & WESTFIELD. 1 | 27.—HORN POND BRANCH. 2 | 28.—LOWELL & ANDOVER. 2 | 29.—MILFORD, FRANKLIN & PROVI- DENCE. 1 | 30.—MILFORD & WOONSOCKET. 1 |
|---|-------------------------------|----------------------------|----------------------------|---|--------------------------------|
| ASSETS. | | | | | |
| Construction, | \$462,268 89 | \$15,238 46 | \$767,050 24 | \$101,308 23 | \$173,381 13 |
| Cash and current assets, | 26,717 87 | — | 1,041 69 | 632 48 | 1,076 22 |
| Gross Assets, | 488,986 76 | 15,238 46 | 768,091 93 | 101,940 71 | 174,457 35 |
| LIABILITIES. | | | | | |
| Capital stock, | \$260,000 00 | \$2,000 00 | \$625,000 00 | \$100,000 00 | \$148,600 00 |
| Funded debt, | 200,000 00 | — | — | 10,000 00 | 60,000 00 |
| Gross LIABILITIES, | 460,000 00 | 2,000 00 | 625,000 00 | 110,000 00 | 208,600 00 |
| INCOME, EXPENDITURES, ETC. | | | | | |
| Total income from all sources, | \$37,785 57 | — ³ | \$52,616 06 | \$1,800 00 | \$4,200 00 |
| Total expenses, | 532 40 | — | 145 35 | 4 00 | 102 79 |
| Interest on funded and other debts, | 8,000 00 | — | — | 600 00 | 3,000 00 |
| Taxes, | 2,799 77 | — | 15 32 | — | — |
| Net divisible income, | 26,453 40 | — | 52,455 39 | 1,196 00 | 1,097 21 |
| Amount of dividends declared, | 26,000 00 | — | 56,250 00 | 1,000 00 | 1,486 00 |
| Percentage of dividends declared, | 10.0 | — | 9.0 | 1.0 | 1.0 |
| Surplus for the year, | 453 40 | — | 3,794 61 ^d | 196 00 | 388 79 ^d |
| Total surplus, June 30, 1901, | 28,986 76 | \$13,238 46 | 143,091 93 | 8,059 29 ^d | 34,142 65 ^d |

* Leased to and operated by ¹ New York, New Haven & Hartford, ² Boston & Maine.³ Used only for the transportation of ice; no income reported.^d Deficit.

Tabulated Statements from Returns of Railroad Corporations — Continued.

| LEASED RAILROADS.* | 31.—NANTASKET BEACH (TRUSTEE). 1 | 32.—NASHUA, ACTON & BOSTON. 2 | 33.—NASHUA & LOWELL. 2 | 34.—NEWBURY- PORT. † | 35.—NEW ENG- LAND. 1 |
|---|-------------------------------------|----------------------------------|---------------------------|-------------------------|------------------------------|
| ASSETS. | | | | | |
| Construction, | \$250,000 00 | \$1,057,031 20 | \$684,242 07 | \$597,386 32 | \$37,881,583 28 ³ |
| Equipment, | — | — | 218,242 95 | — | 2,416,608 87 |
| Cash and current assets, | — | 6,257 41 | 58,712 55 | — | 886,869 08 |
| GROSS ASSETS, | 250,000 00 | 1,063,288 61 | 961,197 57 | 597,386 32 | 41,185,061 23 |
| LIABILITIES. | | | | | |
| Capital stock, | — | \$500,000 00 | \$800,000 00 | \$220,340 02 | \$25,000,000 00 ⁴ |
| Funded debt, | \$250,000 00 | 500,000 00 | — | 300,000 00 | 16,500,000 00 ³ |
| Current and accrued liabilities, | — | 709,982 90 | 1,800 00 | — | 36,612 22 |
| GROSS LIABILITIES, | 250,000 00 | 1,709,982 90 | 801,800 00 | 520,340 02 | 41,536,612 22 |
| INCOME, EXPENDITURES, ETC. | | | | | |
| Total income from all sources, | \$6,250 00 | — | \$77,395 22 | — | \$1,120,000 00 |
| Total expenses, | — | — | 1,904 71 | — | — |
| Interest on funded and other debts, | 6,250 00 | — | 2,500 00 | — | 970,000 00 |
| Net divisible income, | — | — | 72,990 51 | — | 150,000 00 |
| Amount of dividends declared, | — | — | 72,000 00 | — | 150,000 00 |
| Percentage of dividends declared, | — | — | 9.0 | — | 3.0 ⁵ |
| Surplus for the year, | — | — | 990 51 | — | — |
| Total surplus, June 30, 1901, | — | \$646,694 29 ^d | 159,397 57 | \$77,046 30 | \$31,550 99 ^d |

* Leased to and operated by ¹ New York, New Haven & Hartford, ² Boston & Maine.

† This road is virtually owned by the Boston & Maine, and its earnings and expenses are included in the return of that company.

³ Including \$11,500,000, the amount of underlying first mortgage bonds issued by the New York & New England, subject to which the New England holds its title.⁴ Common, \$20,000,000; preferred, \$5,000,000.^d Deficit.⁵ On preferred stock.

Tabulated Statements from Returns of Railroad Corporations — Continued.

| LEASED RAILROADS.* | 36.—NEW HAVEN & NORTHAMPTON. 1 | 37.—NEW LONDON NORTHERN. 2 | 38.—NORTH BROOKFIELD. 3 | 39.—NORWICH & WORCESTER. 1 | 40.—OLD COLONY. 1 |
|---------------------------------------|-----------------------------------|-------------------------------|----------------------------|-------------------------------|------------------------------|
| ASSETS. | | | | | |
| Construction, | \$5,731,586 62 | \$3,074,935 01 | \$100,000 00 | \$3,985,254 62 | \$26,848,414 83 |
| Equipment, | 850,430 62 | 248,420 44 | — | 179,750 67 | 3,161,518 83 |
| Other permanent property, . | 25,488 75 | 155,000 00 | — | 503,107 08 | 1,611,166 72 |
| Cash and current assets, . . | 330,551 29 | 59,851 64 | 520 76 | 390,161 72 | 488,636 50 |
| Other assets and property, . | — | — | — | 450,869 65 | 3,270,723 51 |
| GROSS ASSETS, | 6,938,057 28 | 3,538,207 09 | 100,520 76 | 5,509,143 74 | 35,375,460 39 |
| LIABILITIES. | | | | | |
| Capital stock, | \$2,460,000 00 | \$1,500,000 00 | \$100,000 00 | \$3,006,600 00 | \$16,617,625 00 ^a |
| Funded debt, | 2,600,000 00 | 1,500,000 00 | — | 1,200,000 00 | 15,440,200 00 ^b |
| Current and accrued liabilities, . | — | 32,790 59 | — | 70,812 09 | 786,941 50 |
| Sinking and other special funds, . | 330,000 00 | — | — | — | — |
| GROSS LIABILITIES, | 5,390,000 00 | 3,032,790 59 | 100,000 00 | 4,277,412 09 | 32,844,766 50 |
| INCOME, EXPENDITURES, ETC. | | | | | |
| Total income from all sources, . | \$294,887 80 | \$216,255 29 | \$3,036 71 | \$288,722 39 | \$1,808,997 07 |
| Total expenses, | 15,725 00 ^a | 4,573 13 | 8 94 | 521 87 | 6,764 07 |
| Interest on funded and other debts, . | — | 69,320 00 | — | 48,000 00 | 639,610 00 |
| Taxes, rentals, etc., | 37,287 80 ^b | — | 255 58 | — | — |
| Net divisible income, | 99,875 00 | 142,362 16 | 2,772 19 | 240,200 52 | 1,162,623 00 |
| Amount of dividends declared, . | 98,400 00 | 135,000 00 | 2,500 00 | 240,000 00 | 1,162,623 00 |
| Percentage of dividends declared, . | 4.0 | 9.0 | 2.5 | 8.0 | 7.0 |
| Surplus for the year, | 1,475 00 | 7,362 16 | 272 19 | 200 52 | — |
| Total surplus, June 30, 1901, . | 1,548,057 28 | 505,416 50 | 520 76 | 1,231,731 65 | 2,530,693 89 ^c |

* Leased to and operated by ¹ New York, New Haven & Hartford, ² Central Vermont, ³ Boston & Albany (New York Central & Hudson River, lessee).^a Including \$15,000 for payment to sinking fund.^b Rental paid Holyoke & Westfield.^c Including \$1,439.74 for collections prior to lease and debiting \$7,154.95 charged off for worthless accounts and including \$1,763,499.92 for premium on stock and bonds.

Tabulated Statements from Returns of Railroad Corporations — Continued.

| LEASED RAILROADS.* | 41.—PITTSFIELD & NORTH ADAMS. 1 | 42.—PLYMOUTH & MIDDLEBOROUGH. 2 | 43.—PROVIDENCE & SPRINGFIELD. 2 | 44.—PROVIDENCE, WEBSTER & SPRINGFIELD. 1 |
|---|------------------------------------|------------------------------------|------------------------------------|--|
| ASSETS. | | | | |
| Construction, | \$438,752 57 | \$305,000 00 | \$1,267,450 00 | \$243,361 12 |
| Equipment, | 11,247 43 | — | — | — |
| Cash and current assets, | — | — | 254 64 | 1,650 08 |
| GROSS ASSETS, | 450,000 00 | 305,000 00 | 1,267,704 64 | 245,011 20 |
| LIABILITIES. | | | | |
| Capital stock, | \$450,000 00 | \$80,000 00 | \$517,450 00 | \$160,000 00 |
| Funded debt, | — | 225,000 00 | 750,000 00 | — |
| Current and accrued liabilities, | — | — | — | 72,352 80 |
| GROSS LIABILITIES, | 450,000 00 | 305,000 00 | 1,267,450 00 | 232,352 80 |
| INCOME, EXPENDITURES, ETC. | | | | |
| Total income from all sources, | \$22,500 00 | — | \$58,457 08 | \$6,677 18 |
| Total expenses, | — | — | 4 44 | 438 91 |
| Interest on funded and other debts, | — | — | 37,500 00 | 4,391 96 |
| Taxes, | — | — | — | 387 20 |
| <i>Net divisible income,</i> | 22,500 00 | — | 20,952 64 | 1,459 11 |
| Amount of dividends declared, | 22,500 00 | — | 20,698 00 | — |
| Percentage of dividends declared, | 5.0 | — | 4.0 | — |
| <i>Surplus for the year,</i> | — | — | 254 64 | 1,459 11 |
| Total surplus, June 30, 1901, | — | — | 254 64 | 12,658 40 |

* Leased to and operated by ¹ Boston & Albany (New York Central & Hudson River, lessee), ² New York, New Haven & Hartford.

Tabulated Statements from Returns of Railroad Corporations — Continued.

| LEASED RAILROADS.* | 45.—PROVIDENCE & WORCESTER. 1 | 46.—RHODE ISLAND & MASSACHUSETTS. 1 | 47.—STOCKBRIDGE & PITTSFIELD. 1 | 48.—STONY BROOK. 2 |
|---|----------------------------------|---|------------------------------------|-----------------------|
| ASSETS. | | | | |
| Construction, | \$4,276,250 00 | \$112,321 13 | \$448,700 00 | \$276,601 19 |
| Equipment, | 828,887 40 | — | — | 21,492 88 |
| Other permanent property, | — | — | 2,550 00 | — |
| Cash and current assets, | 116,975 76 | 2,500 00 | 7,770 87 | 2,713 12 |
| GROSS ASSETS, | 5,222,113 16 | 114,821 13 | 459,020 87 | 300,806 69 |
| LIABILITIES. | | | | |
| Capital stock, | \$3,500,000 00 | \$100,000 00 | \$448,700 00 | \$300,000 00 |
| Funded debt, | 1,500,000 00 | — | — | — |
| Current and accrued liabilities, | — | — | 175 50 | — |
| GROSS LIABILITIES, | 5,000,000 00 | 100,000 00 | 448,875 50 | 300,000 00 |
| INCOME, EXPENDITURES, ETC. | | | | |
| Total income from all sources, | \$417,579 52 | \$10,000 00 | \$27,376 00 | \$21,500 00 |
| Total expenses, | 5,756 12 | — | 340 11 | 388 40 |
| Interest on funded and other debts, | 60,000 00 | — | — | — |
| Net divisible income, | 351,823 40 | 10,000 00 | 27,035 89 | 21,111 60 |
| Amount of dividends declared, | 350,000 00 | 10,000 00 | 26,922 00 | 21,000 00 |
| Percentage of dividends declared, | 10.0 | 10.0 | 6.0 | 7.0 |
| Surplus for the year, | 1,823 40 | — | 113 89 | 111 60 |
| Total surplus, June 30, 1901, | 222,113 16 | 14,821 13 | 10,145 37 | 806 69 |

* Leased to and operated by ¹ New York, New Haven & Hartford, ² Boston & Maine.

Tabulated Statements from Returns of Railroad Corporations — Concluded.

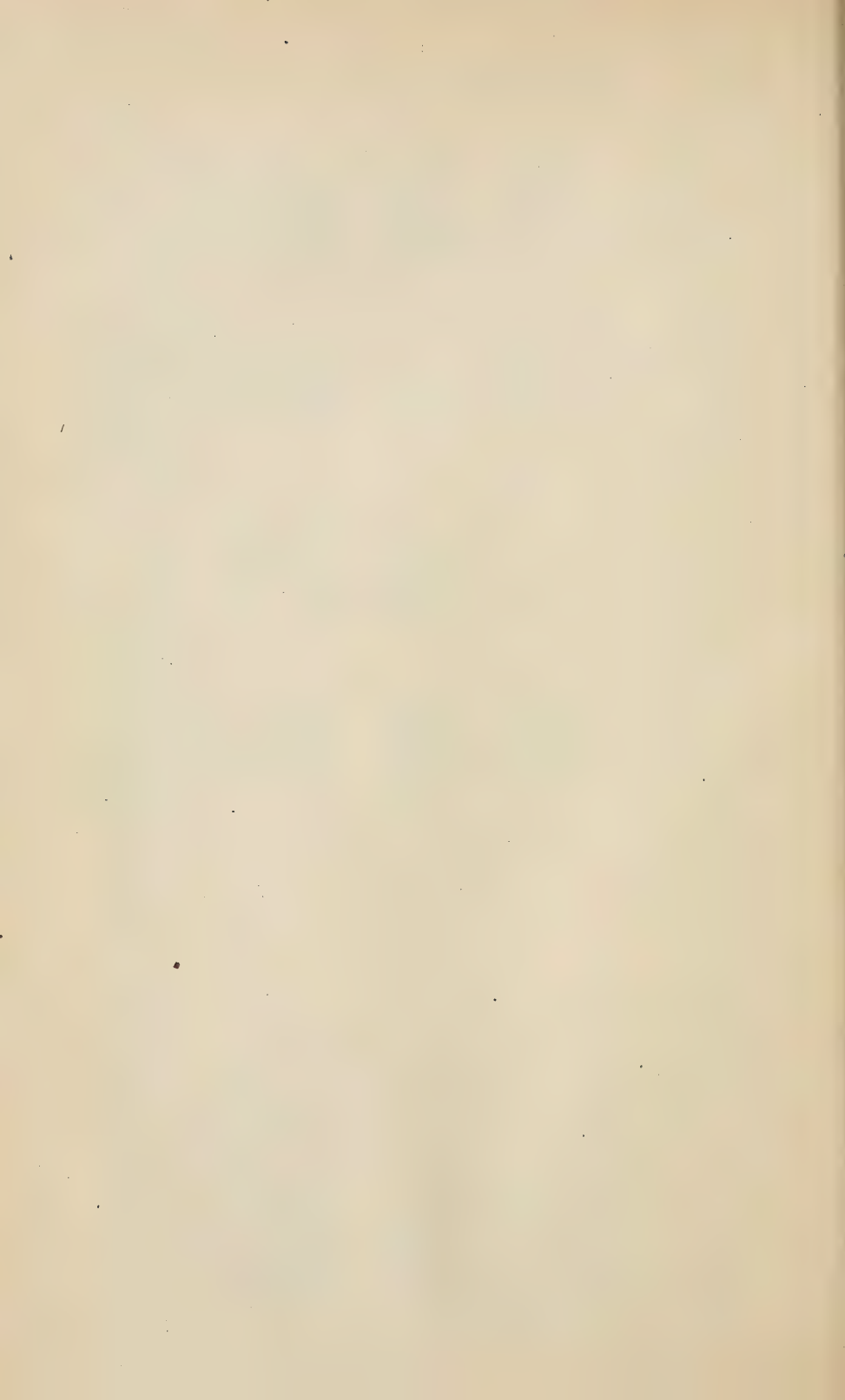
| LEASED RAILROADS.* | 49. — VERMONT & MASSACHUSETTS. 1 | 50. — WARRE RIVER. 2 | 51. — WEST STOCKBRIDGE. 3 | 52. — WORCESTER, NASHUA & ROCHESTER. 1 |
|---|-------------------------------------|-------------------------|------------------------------|--|
| ASSETS. | | | | |
| Construction, | \$5,811,938 72 | \$1,115,163 82 | \$39,600 00 | \$4,138,584 99 |
| Equipment, | 261,233 64 | — | — | 415,336 03 |
| Other permanent property, | 48,720 46 | — | — | — |
| Cash and current assets, | 9,590 78 | — | 450 00 | 76,922 96 |
| GROSS ASSETS, | 6,131,483 60 | 1,115,163 82 | 40,050 00 | 4,630,843 98 |
| LIABILITIES. | | | | |
| Capital stock, | \$3,193,000 00 | \$750,000 00 | \$39,600 00 | \$3,099,800 00 |
| Funded debt, | 1,000,000 00 | — | — | 1,776,000 00 |
| Current and accrued liabilities, | 1,766,268 88 | 365,163 82 | — | 101,840 00 |
| GROSS LIABILITIES, | 5,959,268 88 | 1,115,163 82 | 39,600 00 | 4,977,640 00 |
| INCOME, EXPENDITURES, ETC. | | | | |
| Total income from all sources, | \$244,580 00 | \$52,500 00 | \$1,800 00 | \$250,050 98 |
| Total expenses, | 3,000 00 | — | — | 2,527 16 |
| Interest on funded and other debts, | 50,000 00 | — | — | 74,015 46 |
| Net divisible income, | 191,580 00 | 52,500 00 | 1,800 00 | 173,508 36 |
| Amount of dividends declared, | 191,580 00 | 52,500 00 | 1,800 00 | 176,203 00 |
| Percentage of dividends declared, | 6.0 | 7.0 | 4.5+ | 5.75 ⁴ |
| Surplus for the year, | — | — | — | 2,694 64 ^d |
| Total surplus, June 30, 1901, | 172,214 72 ⁵ | — | 450 00 | 346,796 02 ^d |

* Leased to and operated by ¹ Boston & Maine, ² Boston & Albany (N. Y. Central & H. R., lessee), ³ New York, New Haven & Hartford.

⁴ On 30,644 shares capital stock.

⁵ Debiting \$210.25 for incidentals.

^d Deficit.



COMPARATIVE AND SUMMARY STATEMENTS

COMPILED FROM

Returns of Railroad Corporations.

COMPARISON OF RETURNS FOR THE YEARS 1900 AND 1901.

| MILEAGE, ASSETS, ETC. | 1900. | 1901. | Increase. | Decrease. |
|---------------------------------------|-------------------------|-------------------------|------------------------|---------------------|
| Description of Road Owned. | Miles. | Miles. | Miles. | Miles. |
| Length of road and branches, . . . | 3,789.020 | 3,789.280 | 0.260 | - |
| in Massachusetts, . . . | 2,108.900 | 2,107.510 | - | 1.390 |
| Length of second track,* . . . | 1,494.167 | 1,500.357 | 6.190 | - |
| in Massachusetts, . . . | 937.407 | 935.197 | - | 2.210 |
| Length of side track, . . . | 2,183.517 | 2,200.617 | 17.100 | - |
| in Massachusetts, . . . | 1,370.047 | 1,373.517 | 3.470 | - |
| Total length as single track, . . . | 7,466.704 | 7,490.254 | 23.550 | - |
| in Massachusetts, . . . | 4,416.354 | 4,416.224 | - | 0.130 |
| Assets. | | | | |
| Construction, | \$290,000,635 68 | \$288,850,804 00 | - | \$1,149,831 68 |
| Equipment, | 28,952,561 26 | 29,024,463 27 | \$71,902 01 | - |
| Land, | 3,230,876 86 | 1,606,868 36 | - | 1,624,008 50 |
| Stocks in other companies, . . . | 30,307,376 85 | 34,558,414 57 | 4,250,537 72 | - |
| Bonds of other companies, . . . | 6,299,116 78 | 6,438,316 78 | 139,200 00 | - |
| Other permanent property, . . . | 2,218,027 24 | 2,574,295 56 | 356,268 32 | - |
| <i>Total permanent investments,</i> | <i>361,009,094 67</i> | <i>365,053,162 54</i> | <i>2,044,067 87</i> | <i>-</i> |
| Cash on hand, | 3,753,558 22 | 8,517,113 98 | 4,763,555 76 | - |
| Bills receivable, | 2,151,075 62 | 1,999,546 97 | - | 151,528 65 |
| Other current assets, | 19,313,932 59 | 26,896,355 88 | 7,582,423 29 | - |
| <i>Total cash and current assets,</i> | <i>25,218,566 43</i> | <i>37,413,016 83</i> | <i>12,194,450 40</i> | <i>-</i> |
| Materials and supplies, | 6,565,030 63 | 6,428,178 88 | - | 136,851 75 |
| All other assets, | 12,895,637 96 | 12,849,162 98 | 453,525 02 | - |
| <i>Total miscellaneous assets,</i> | <i>18,960,668 59</i> | <i>19,277,341 86</i> | <i>316,673 27</i> | <i>-</i> |
| <i>Gross Assets,</i> | <i>\$405,188,329 69</i> | <i>\$419,743,521 23</i> | <i>\$14,555,191 54</i> | <i>-</i> |
| Profit and loss balance (deficit), | 1,689,182 31 | 1,597,586 10 | - | \$91,596 21 |
| <i>Total as per balance sheet,</i> | <i>\$406,877,512 00</i> | <i>\$421,341,107 33</i> | <i>\$14,463,595 33</i> | <i>-</i> |
| Liabilities. | | | | |
| Capital stock, common, | \$183,752,940 32 | \$181,796,085 72 | - | \$1,956,854 60 |
| preferred, | 32,460,322 33 | 28,509,800 00 | - | 3,950,522 33 |
| <i>Total capital stock,</i> | <i>216,213,262 65</i> | <i>210,305,885 72</i> | <i>-</i> | <i>5,907,376 93</i> |
| Funded debt, | 136,024,533 61 | 148,479,014 96 | \$12,454,481 35 | - |
| Real estate mortgages, | 858,300 00 | 858,300 00 | - | - |
| Current liabilities, | 20,487,433 74 | 18,883,285 65 | - | 1,604,148 09 |
| Accrued liabilities, | 3,425,360 17 | 6,890,800 59 | 3,465,440 42 | - |
| <i>Total indebtedness,</i> | <i>160,795,627 52</i> | <i>175,111,401 20</i> | <i>14,315,773 68</i> | <i>-</i> |
| <i>Gross Liabilities,†</i> | <i>\$377,008,890 17</i> | <i>\$385,417,286 92</i> | <i>\$8,408,396 75</i> | <i>-</i> |
| Profit and loss balance (surplus), | 29,868,621 83 | 35,923,820 41 | 6,055,198 58 | - |
| <i>Total as per balance sheet,</i> | <i>\$406,877,512 00</i> | <i>\$421,341,107 33</i> | <i>\$14,463,595 33</i> | <i>-</i> |
| Income. | | | | |
| From passengers, | \$32,554,337 68 | \$32,509,569 39 | - | \$44,768 29 |
| mails, | 1,423,613 54 | 1,442,263 76 | \$18,650 22 | - |
| express, | 2,343,941 46 | 2,413,068 89 | 69,127 43 | - |
| extra baggage and storage, . . | 406,333 02 | 375,079 75 | - | 31,253 27 |
| other passenger service, . . . | 1,004,017 07 | 1,048,917 10 | 44,900 03 | - |
| <i>Total passenger revenue, . .</i> | <i>37,732,242 77</i> | <i>37,788,898 89</i> | <i>56,656 12</i> | <i>-</i> |
| From freight, | 42,321,406 87 | 42,117,654 24 | - | 203,752 63 |
| other freight service, | 1,303,691 95 | 1,765,780 07 | 462,088 12 | - |
| <i>Total freight revenue, . . .</i> | <i>43,625,098 82</i> | <i>43,883,434 31</i> | <i>258,335 49</i> | <i>-</i> |
| Other earnings from operation, . | 833,951 51 | 713,253 25 | - | 120,698 26 |
| <i>Total earnings from operation,</i> | <i>82,191,293 10</i> | <i>82,385,586 45</i> | <i>194,293 35</i> | <i>-</i> |
| Rentals from lease of road, . . . | 6,895,520 93 | 10,557,324 47 | 3,661,803 54 | - |
| Income from other sources, . . . | 1,103,821 42 | 1,364,653 78 | 260,832 36 | - |
| <i>Gross Income,</i> | <i>\$90,190,635 45</i> | <i>\$94,307,564 70</i> | <i>\$4,116,929 25</i> | <i>-</i> |

* Including third and fourth main track.

† Exclusive of sinking and other special funds.

COMPARISON OF RETURNS, ETC. — Concluded.

| EXPENDITURES, ETC. | 1900. | 1901. | Increase. | Decrease. |
|--|------------------|------------------|----------------|----------------|
| Expenditures. | | | | |
| Operating expenses, . . . | \$56,900,642 04 | \$57,293,590 83 | \$392,948 79 | - |
| Interest on debt and loans, . . . | 6,196,653 06 | 6,410,410 63 | 213,757 57 | - |
| Taxes, . . . | 5,005,730 17 | 4,884,370 18 | - | \$121,359 99 |
| Rentals paid, . . . | 8,270,958 18 | 11,967,615 91 | 3,696,657 73 | - |
| Other charges on income, . . . | 150,932 08 | 221,950 25 | 71,018 17 | - |
| Total charges on income, . . . | 19,624,273 49 | 23,484,346 97 | 3,860,073 48 | - |
| Dividends paid, . . . | 12,498,946 91 | 13,049,306 39 | 550,359 48 | - |
| Gross Expenditures, . . . | \$89,023,862 44 | \$93,827,244 19 | \$4,803,381 75 | - |
| Condensed Exhibit for the Year. | | | | |
| Gross earnings from operation, . . . | \$82,191,293 10 | \$82,385,586 45 | \$194,293 35 | - |
| Operating expenses, . . . | 56,900,642 04 | 57,293,590 83 | 392,948 79 | - |
| Net earnings from operation, . . . | 25,290,651 06 | 25,091,995 62 | - | \$198,655 44 |
| Income from all other sources, . . . | 7,999,342 35 | 11,921,978 25 | 3,922,635 90 | - |
| Total income above operating expenses, . . . | 33,289,993 41 | 37,013,973 87 | 3,723,980 46 | - |
| Interest, taxes and other charges, . . . | 19,624,273 49 | 23,484,346 97 | 3,860,073 48 | - |
| Net divisible income, . . . | 13,665,719 92 | 13,529,626 90 | - | 136,093 02 |
| Amount of dividends declared, . . . | 12,498,946 91 | 13,049,306 39 | 550,359 48 | - |
| Surplus for the year, . . . | \$1,166,773 01 | \$480,320 51 | - | \$686,452 50 |
| Percentage of dividend earned, . . . | 6.32 | 6.40 | 0.08 | - |
| of dividend declared, . . . | 5.78 | 6.20 | 0.42 | - |
| Volume of Traffic. | | | | |
| Miles run by passenger trains, . . . | 28,121,038 | 28,415,913 | 294,875 | - |
| by freight trains, . . . | 17,382,575 | 16,288,353 | - | 1,094,222 |
| by mixed trains, . . . | 396,926 | 448,627 | 51,701 | - |
| by other trains, . . . | 13,151,881 | 15,888,988 | 2,737,107 | - |
| Total train mileage, . . . | 59,052,420 | 61,041,881 | 1,989,461 | - |
| Total passengers carried, . . . | 108,768,303 | 108,758,528 | - | 9,775 |
| passenger mileage, . . . | 1,858,253,279 | 1,859,200,925 | 947,644 | - |
| Total tons of freight hauled, . . . | 40,316,711 | 39,463,814 | - | 852,897 |
| freight mileage, . . . | 3,459,439,263 | 3,515,066,493 | 55,627,230 | - |
| Equipment, etc. | | | | |
| Locomotives, . . . | 2,102 | 2,189 | 67 | - |
| Passenger cars, . . . | 3,161 | 3,255 | 94 | - |
| Baggage and mail cars, . . . | 610 | 566 | - | 44 |
| Freight cars (basis 8 wheels), . . . | 34,292 | 33,801 | - | 491 |
| All other cars, . . . | 1,980 | 1,850 | - | 130 |
| Stock held in Massachusetts, . . . | \$124,170,600 00 | \$119,748,800 00 | - | \$4,421,800 00 |
| Total number of stockholders, . . . | 49,672 | 48,451 | - | 1,241 |
| in Massachusetts, . . . | 36,388 | 35,113 | - | 1,275 |
| Average number of employees, . . . | 53,045 | 53,564 | 519 | - |
| Total miles of road operated, . . . | 4,865.180 | 4,885.330 | 20.150 | - |
| in Massachusetts, . . . | 2,119.730 | 2,118.340 | - | 1.390 |
| Highway crossings at grade,* . . . | 2,022 | 2,001 | - | 21 |
| protected, . . . | 1,135 | 1,139 | 4 | - |
| unprotected, . . . | 887 | 862 | - | 25 |
| Railroad crossings at grade,* . . . | 29 | 27 | - | 2 |

* In Massachusetts.

SUMMARY OF RETURNS FOR THE YEARS 1895 TO 1901, INCLUSIVE.

| MILEAGE, ASSETS, LIABILITIES, ETC. | | 1895. | 1896. | 1897. | 1898. | 1899. | 1900. | 1901. |
|---|--|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| Railroad Mileage. | | | | | | | | |
| Miles of main and branch line in Massachusetts, | | | 2,113.310 | 2,101.860 | 2,107.630 | 2,108.510 | 2,108.900 | 2,107.510 |
| of second track,* | | 904.190 | 906.997 | 920.907 | 923.167 | 926.627 | 937.407 | 936.197 |
| of side track, | | 1,209.686 | 1,267.747 | 1,271.667 | 1,305.717 | 1,326.967 | 1,370.047 | 1,373.517 |
| Total track in Massachusetts, | | 4,228.160 | 4,288.054 | 4,294.434 | 4,336.514 | 4,362.094 | 4,416.354 | 4,416.224 |
| Assets. | | | | | | | | |
| Cost of construction, | | \$209,586,601 25 | \$275,545,424 61 | \$276,587,735 53 | \$284,317,836 34 | \$286,305,308 09 | \$290,000,635 68 | \$288,850,804 00 |
| of equipment, | | 32,127,764 04 | 32,065,611 14 | 28,502,520 01 | 28,867,842 63 | 28,662,842 63 | 28,932,561 28 | 29,024,663 27 |
| of other permanent property, | | 29,534,816 20 | 42,287,749 46 | 41,051,221 74 | 37,824,088 51 | 43,126,608 59 | 42,055,897 73 | 43,171,889 27 |
| Total permanent investments, | | 331,249,181 49 | 340,898,785 21 | 346,201,477 28 | 351,009,767 48 | 358,154,949 91 | 361,009,084 91 | 363,053,062 54 |
| Cash and current assets, | | 20,509,218 89 | 29,247,236 70 | 20,627,107 29 | 19,915,838 04 | 23,543,238 48 | 25,218,566 43 | 37,413,016 83 |
| Miscellaneous assets, | | 8,881,287 42 | 10,356,812 71 | 18,611,233 75 | 19,396,558 29 | 18,636,933 39 | 18,960,668 59 | 19,277,341 86 |
| Gross Assets, | | 300,639,657 80 | 330,502,834 62 | 385,439,818 32 | 390,322,163 81 | 400,265,181 78 | 405,188,329 69 | 419,743,521 23 |
| Liabilities. | | | | | | | | |
| Capital stock, | | \$193,506,847 35 | \$205,105,977 35 | \$205,671,652 35 | \$205,766,507 35 | \$213,255,282 35 | \$218,213,262 65 | \$210,305,885 72 |
| Funded debt, | | 128,991,352 97 | 132,202,380 21 | 135,816,380 21 | 140,554,406 91 | 138,001,533 61 | 138,024,533 61 | 148,479,014 96 |
| Real estate mortgages, | | 952,100 00 | 861,300 00 | 1,761,300 00 | 1,261,300 00 | 858,300 00 | 858,300 00 | 858,300 00 |
| Current and accrued liabilities, | | 23,289,219 79 | 25,454,052 62 | 1,761,300 00 | 23,248,576 97 | 23,912,733 91 | 23,912,733 91 | 23,774,088 24 |
| Total indebtedness, | | 153,232,672 76 | 158,517,732 83 | 161,682,069 89 | 161,913,013 86 | 162,918,410 58 | 160,705,627 52 | 175,111,401 20 |
| Gross Liabilities,† | | 346,739,520 11 | 363,623,710 18 | 367,678,526 21 | 367,678,526 21 | 375,353,622 93 | 377,068,800 17 | 385,417,288 92 |
| Surplus,‡ | | 13,900,137 69 | 16,879,124 44 | 18,086,076 08 | 22,642,637 60 | 24,901,438 85 | 23,179,439 52 | 34,320,234 31 |
| Net debt, | | \$132,723,453 87 | \$138,270,496 13 | \$141,054,962 60 | \$141,997,180 82 | \$138,565,122 10 | \$135,577,061 09 | \$137,063,364 37 |
| General Exhibit for the Year. | | | | | | | | |
| Total earnings from operation, | | \$68,154,906 05 | \$74,886,479 92 | \$71,984,772 73 | \$73,599,534 41 | \$75,430,061 42 | \$82,191,293 10 | \$82,335,588 45 |
| Operating expenses, | | 46,446,304 25 | 62,362,381 63 | 49,413,299 26 | 50,890,883 11 | 51,490,350 93 | 56,900,642 04 | 57,293,590 83 |
| Net earnings from operation, | | 21,708,601 80 | 22,524,098 29 | 22,571,473 47 | 22,708,651 30 | 23,939,710 49 | 25,290,651 06 | 25,041,997 62 |
| Rentals from lease of road, | | 5,583,961 84 | 6,725,093 55 | 5,827,459 60 | 5,866,256 07 | 6,902,718 14 | 6,865,520 93 | 10,557,324 47 |
| Income from all other sources, | | 848,857 86 | 1,651,348 03 | 1,314,043 28 | 1,340,616 67 | 1,177,902 49 | 1,103,821 42 | 1,364,653 78 |
| Total income above operating expenses, | | 28,141,401 60 | 29,861,039 87 | 29,712,976 35 | 29,915,524 04 | 32,020,331 12 | 33,289,963 41 | 37,013,973 87 |
| Interest on debt and bonds, | | 6,423,858 80 | 6,889,381 22 | 6,666,908 55 | 6,386,583 62 | 6,321,272 91 | 6,106,653 06 | 6,410,410 63 |
| Taxes, | | 3,527,820 74 | 3,683,390 79 | 3,910,536 66 | 4,014,266 51 | 4,389,403 07 | 5,005,730 17 | 4,984,370 18 |
| Rentals paid, | | 6,723,569 31 | 7,445,441 30 | 7,496,236 71 | 7,523,913 93 | 8,566,943 67 | 8,270,988 18 | 11,067,615 91 |
| Other charges upon income, | | 140,134 17 | 227,080 16 | 141,397 55 | 155,183 06 | 144,081 34 | 150,932 08 | 221,950 25 |
| Total charges upon income, | | 16,815,383 02 | 18,255,293 47 | 18,205,129 66 | 18,091,697 12 | 19,221,701 00 | 19,624,273 49 | 23,644,340 97 |
| Net divisible income, | | 11,326,018 58 | 11,625,746 40 | 11,467,847 29 | 11,823,826 92 | 12,798,630 12 | 13,665,719 92 | 13,523,626 90 |

| | | | | | | | |
|---|--------------------|------------------|--------------------|------------------|------------------|------------------|------------------|
| Amount of dividends declared, | 11,264,564 80 | 11,260,993 75 | 11,522,998 00 | 11,599,462 50 | 12,143,749 00 | 12,498,946 91 | 13,049,306 39 |
| Gross income from all sources, | 74,367,705 85 | 82,248,421 40 | 79,086,275 61 | 80,806,407 15 | 83,510,682 05 | 90,190,635 45 | 94,307,564 70 |
| Gross expenditures, | 74,626,252 07 | 81,878,068 89 | 79,141,426 32 | 80,582,042 73 | 82,855,800 93 | 89,023,862 44 | 93,827,244 19 |
| Surplus for the year, | <i>a</i> 33,646 22 | 304,152 63 | <i>a</i> 56,150 71 | 224,364 42 | 654,881 12 | 1,166,773 01 | 480,320 51 |
| Percentage of dividends earned, of dividends declared, | 5.85 5.87 | 5.67 5.49 | 5.58 5.60 | 5.75 5.64 | 6.00 5.69 | 6.32 5.78 | 6.40 6.20 |
| Stock held in Massachusetts, | \$110,466,142 33 | \$117,842,400 00 | \$116,355,045 00 | \$122,411,900 00 | \$121,768,200 00 | \$124,170,600 00 | \$119,748,800 00 |
| Total number of stockholders, | 45,363 | 47,651 | 48,594 | 48,513 | 48,854 | 49,672 | 48,451 |
| in Massachusetts, | 32,945 | 34,658 | 35,554 | 35,411 | 35,903 | 36,338 | 35,113 |
| Volume of Traffic. | | | | | | | |
| Miles run by passenger trains, | 24,302,800 | 26,382,246 | 26,236,109 | 27,046,501 | 27,749,110 | 28,121,038 | 28,415,913 |
| by freight trains, | 17,019,851 | 18,354,625 | 17,452,890 | 17,721,128 | 17,691,524 | 17,382,575 | 10,288,353 |
| by mixed trains, | 322,272 | 206,548 | 219,234 | 205,345 | 180,401 | 396,926 | 448,627 |
| Total revenue-train mileage, | 41,644,923 | 45,013,419 | 43,908,233 | 44,972,974 | 45,621,035 | 45,900,539 | 45,152,893 |
| Miles run by other trains, | 10,260,701 | 12,344,359 | 11,614,950 | 11,461,493 | 10,887,514 | 13,151,581 | 15,888,988 |
| Total train mileage, | 51,905,624 | 57,357,778 | 55,523,183 | 56,434,467 | 56,508,549 | 59,052,430 | 61,041,881 |
| Passengers carried, | 107,856,348 | 111,629,051 | 102,743,890 | 101,940,722 | 102,043,980 | 108,768,303 | 108,758,528 |
| Average length of journey (miles), | 15.17 | 15.89 | 16.29 | 16.47 | 16.82 | 17.08 | 17.09 |
| Total passenger mileage, | 1,636,197,381 | 1,773,733,208 | 1,674,175,174 | 1,678,640,940 | 1,716,081,605 | 1,858,253,279 | 1,859,200,923 |
| Average fare per mile (cents), | 1.78 | 1.79 | 1.80 | 1.78 | 1.77 | 1.75 | 1.75 |
| Passengers to and from Boston, | 52,015,921 | 53,499,695 | 49,691,215 | 48,967,467 | 49,174,631 | 52,334,148 | 51,669,032 |
| Tons of freight hauled, | 30,858,173 | 34,605,838 | 33,276,416 | 35,338,724 | 36,223,084 | 40,316,711 | 39,463,814 |
| Average length of haul (miles), | 83.01 | 83.18 | 84.80 | 85.54 | 83.65 | 85.81 | 89.07 |
| Total freight ton-mile, | 2,561,598,881 | 2,878,369,521 | 2,821,770,240 | 3,022,770,490 | 3,211,643,434 | 3,460,430,263 | 3,515,066,493 |
| Average rate per ton mile (cents), | 1.28 | 1.28 | 1.25 | 1.22 | 1.18 | 1.22 | 1.20 |
| Equipment. | | | | | | | |
| Number of employees, | 46,533 | 52,127 | 50,924 | 51,602 | 51,881 | 53,045 | 53,564 |
| of locomotives, | 1,982 | 2,062 | 2,069 | 2,072 | 2,091 | 2,102 | 2,169 |
| of passenger cars, | 3,139 | 3,217 | 3,129 | 3,174 | 3,144 | 3,161 | 3,255 |
| of baggage, express and mail cars, | 5,517 | 5,669 | 5,690 | 5,777 | 5,822 | 6,100 | 5,668 |
| of freight cars (basis 8 wheels), | 37,116 | 39,423 | 37,038 | 35,491 | 33,935 | 34,292 | 33,801 |
| of all other cars, | 1,519 | 1,928 | 1,920 | 1,894 | 1,937 | 1,980 | 1,850 |

* Including third and fourth main track.

† Exclusive of sinking and other special funds.

‡ Includes sinking and other special funds.

a Deficit.

TABULATED STATEMENTS

COMPILED FROM THE

Reports of Street Railway Companies

FOR THE

YEAR ENDING SEPTEMBER 30, 1901.

TABULATED STATEMENTS FROM REPORTS OF STREET RAILWAY COMPANIES.

ASSETS SEPTEMBER 30, 1901.

| RAILWAY COMPANIES. | | 1.—Construction. | 2.—Equipment. | 3.—Land and Buildings. | 4.—Other Permanent Property. | 5.—Cash and Current Assets. | 6.—Miscellaneous Assets. | 7.—Gross Assets. |
|--------------------|---|------------------|---------------|------------------------|------------------------------|-----------------------------|--------------------------|------------------|
| 1 | Amesbury & Hampton, | \$133,636 47 | \$27,385 36 | \$27,760 34 | — | \$50 90 | — | \$188,833 07 |
| 2 | Amherst & Sunderland, | 65,830 98 | 12,910 13 | 19,327 93 | — | 570 83 | — | 99,730 33 |
| 3 | Athol & Orange, | 94,523 61 | 33,090 26 | 9,196 62 | \$20,342 50 | 4,379 73 | \$1,090 46 | 162,282 72 |
| 4 | Berkshire, ¹ | 236,497 63 | — | 16,158 95 | — | 77,459 90 | 361 77 | 330,478 25 |
| 5 | Beverly & Danvers, ² | 27,832 43 | 4,370 00 | 4,700 00 | — | 234 55 | — | 37,136 98 |
| 6 | Blue Hill (Canton, etc.), | 101,900 86 | 30,439 29 | 84,281 48 | 1,778 74 | 3,071 33 | 8,532 04 | 230,003 74 |
| 7 | Boston & Chelsea, | 121,000 00 | — | — | — | — | — | 121,000 00 |
| 8 | Boston Elevated, | 4,412,925 44 | 874,446 99 | 3,514,928 24 | 133,061 05 | 1,818,123 79 | 4,733,088 65 | 15,486,574 16 |
| 9 | Boston & Northern (Lynn, etc.), ³ | 9,546,902 41 | 3,244,418 72 | 3,083,751 90 | 175,705 73 | 498,204 93 | 274,886 42 | 16,773,870 11 |
| 10 | Boston & Revere Electric, | 73,815 23 | 9,919 79 | 4,901 80 | — | — | — | 88,636 82 |
| 11 | Bristol County, | 268,970 34 | 74,975 10 | 82,426 70 | — | 14,695 09 | 6,710 90 | 447,779 13 |
| 12 | Brockton & Plymouth, | 367,654 92 | 94,006 45 | 192,754 78 | 31,202 90 | 61,451 84 | 5,053 69 | 752,124 58 |
| 13 | Citizen's Electric (Newburyport, etc.), | 322,209 06 | 87,101 25 | 94,460 25 | — | 12,300 90 | 3,025 78 | 519,097 24 |
| 14 | Clinton & Hudson, ⁴ | 133,626 93 | 32,057 17 | 14,032 30 | — | 33,896 67 | 515 24 | 216,128 31 |
| 15 | Commonwealth Avenue (Newton), | 186,192 03 | 102,689 51 | 87,131 40 | 1,813 53 | 7,052 10 | 5,212 54 | 390,091 11 |
| 16 | Concord & Boston, | 92,478 15 | — | 4,750 50 | — | 11,574 42 | — | 108,803 07 |
| 17 | Concord & Clinton, | 70,861 81 | — | 74,500 00 | — | 20,123 80 | — | 165,485 61 |
| 18 | Concord, Maynard & Hudson, | 93,982 22 | 55,000 00 | — | — | 26,664 24 | — | 175,646 46 |
| 19 | Conway Electric, | 65,655 56 | 10,190 57 | 9,399 21 | 200 00 | 2,255 23 | — | 87,700 57 |
| 20 | Cottage City & Edgartown Traction, ⁵ | 46,424 13 | 10,305 69 | 5,259 90 | — | 579 13 | 342 22 | 62,911 07 |
| 21 | Dartmouth & Westport, | 143,662 88 | 94,894 47 | — | 11,915 98 | 21,000 69 | — | 271,464 02 |
| 22 | East Middlesex (Malden, etc.), | 344,518 03 | 102,105 79 | 58,662 11 | — | 785 96 | 222 00 | 506,293 89 |
| 23 | Easton, ⁶ | — | — | — | — | — | — | — |
| 24 | East Taunton, | 147,183 16 | 17,405 85 | 154 30 | — | 4,324 85 | — | 169,068 16 |
| 25 | East Wareham, Onset Bay & P. I., ⁷ | 14,357 15 | 6,128 24 | 1,147 01 | — | 421 10 | — | 22,053 50 |

| | Essex County, ⁸ | 8,735 18 | 137,489 03 | 114,533 39 | 62,221 77 | 3,764 82 | 31,861 12 | 12,500 00 |
|----|--|--------------|------------|------------|------------|-----------|-----------|--------------|
| 26 | Fitchburg & Leominster, | 409,046 21 | 33,393 74 | 45,225 07 | 19,117 04 | 5,829 37 | 3,267 34 | 760,980 89 |
| 27 | Fitchburg & Suburban, ⁴ | 108,894 84 | 24,384 84 | 62 84 | - | 1,507 21 | - | 211,405 24 |
| 28 | Frammingham, Southboro' & Marlboro', | 143,489 13 | 33,438 85 | 8,831 02 | - | 4,321 87 | 654 98 | 172,258 68 |
| 29 | Frammingham Union, | 113,935 37 | - | - | - | 4,424 23 | - | 161,304 45 |
| 30 | | | | | | | | |
| 31 | Gardner, Westminster & Fitchburg, | 233,324 62 | 59,830 01 | 75,264 02 | 22,602 94 | 4,042 63 | 5,672 42 | 400,796 64 |
| 32 | Georgetown, Rowley & Ipswich, | 263,158 34 | 61,128 48 | 83,439 46 | - | 20,363 40 | 127 39 | 428,217 07 |
| 33 | Globe (Fall River), ⁸ | 2,851,828 02 | 606,198 70 | 510,800 64 | 100,710 49 | 44,601 48 | 32,602 19 | 4,146,741 52 |
| 34 | Gloucester & Rockport, | 19,000 00 | 5,000 00 | 16,000 00 | - | - | - | 40,000 00 |
| 35 | Greenfield & Deerfield, ¹ | 4,784 83 | - | - | - | 8,641 19 | - | 13,426 02 |
| 36 | Greenfield & Turner's Falls, | 169,000 00 | 30,649 00 | 26,000 00 | - | 704 78 | 2,944 90 | 229,298 68 |
| 37 | Hampshire & Worcester, | 84,999 43 | 16,860 00 | 38,100 00 | - | 2,131 00 | 3,700 00 | 145,790 43 |
| 38 | Haverhill & Amesbury, | 614,788 17 | 121,354 72 | 57,469 73 | - | 12,037 12 | 7,800 76 | 813,510 50 |
| 39 | Haverhill & Andover, ¹ | 22 04 | - | - | - | 11,624 73 | 30,340 70 | 41,987 47 |
| 40 | Haverhill, Georgetown & Danvers, | 89,950 82 | 21,076 24 | 5,525 00 | - | 22,539 13 | 885 49 | 139,976 68 |
| 41 | Haverhill & Southern New Hampshire, ¹ | 71,962 90 | - | - | - | 69 01 | - | 72,031 91 |
| 42 | Holyoke, | 576,028 14 | 253,003 60 | 247,888 22 | 34,000 00 | 40,271 84 | 4,583 42 | 1,156,785 22 |
| 43 | Hoosac Valley (North Adams, etc.), | 213,191 70 | 39,227 42 | 40,085 38 | 5,027 27 | 11,054 18 | - | 308,585 95 |
| 44 | Interstate Consolidated (of R. I.), | 560,002 10 | 162,703 68 | 36,549 37 | - | 21,029 65 | - | 780,284 80 |
| 45 | Lawrence & Methuen, ¹ | 73,583 92 | - | - | - | - | - | 73,583 92 |
| 46 | Lawrence & Reading, | 198,508 04 | 50,114 03 | 89,288 30 | - | 15,223 00 | 51,597 66 | 404,731 03 |
| 47 | Leominster & Clinton, ¹⁰ | 654,837 87 | 147,443 06 | 229,753 05 | 42,575 21 | 10,173 72 | 8,821 71 | 1,093,604 62 |
| 48 | Lexington & Boston, | 532,014 40 | 150,296 63 | 183,249 45 | 12,389 18 | 23,277 17 | - | 901,226 83 |
| 49 | Linwood, | 5,447 81 | 9,160 61 | - | - | 78 93 | 269 17 | 14,956 52 |
| 50 | Lowell & Boston, | 164,929 09 | 21,064 88 | 28,654 40 | - | 10,131 92 | 11 15 | 224,791 44 |

¹ Railway under construction.² Consolidated with Lynn & Boston, April 10, 1901.³ Name changed from Lynn & Boston.⁴ Consolidated with the Leominster & Clinton, October 17, 1900.⁵ Purchaser of the Cottage City.⁶ Railway under construction. Not possible for the present Board of Directors to adjust the accounts so as to make a return.⁷ Consolidated with the New Bedford & Onset, June 12, 1901.⁸ Obtained a certificate of incorporation, but has not commenced the construction of its railway.⁹ Consolidated with the Worcester Consolidated, March 1, 1901.

Tabulated Statements from Reports of Street Railway Companies — Continued.

| | RAILWAY COMPANIES. | ASSETS SEPTEMBER 30, 1901 — Continued. | | | | | | 7. — Gross Assets. |
|----|---|--|-----------------|-----------------------------|--|-------------------------------------|---------------------------------|--------------------|
| | | 1. — Construc- tion. | 2. — Equipment. | 3. — Land and Buildings. | 4. — Other Permanent Prop- erty. | 5. — Cash and Current Assets. | 6. — Miscel- laneous Assets. | |
| 51 | Lowell, Lawrence & Haverhill,* ¹ | \$3,103,845 56 | \$1,090,775 55 | \$1,251,920 95 | \$164,120 30 | \$78,908 58 | \$75,054 39 | \$5,764,625 33 |
| 52 | Lowell & Suburban,* ² | 1,332,065 35 | 349,118 18 | 561,922 53 | 160,984 40 | 33,664 22 | 106,163 64 | 2,542,918 32 |
| 53 | Marlborough, | 131,278 15 | 43,592 90 | 46,778 33 | — | 6,755 12 | 16,298 15 | 243,702 65 |
| 54 | Marlborough & Westborough, | 211,721 90 | 58,209 67 | 84,560 67 | 14,759 47 | 7,442 44 | — | 376,694 15 |
| 55 | Martha's Vineyard, | 6,392 59 | 1,366 45 | 2,500 00 | — | 138 65 | — | 10,397 69 |
| 56 | Medfield & Medway, | 212,558 91 | 21,297 53 | 1,292 39 | — | 3,949 37 | — | 239,098 20 |
| 57 | Middleboro', Wareham & Buz. Bay, | 225,491 54 | 63,484 85 | 6,276 50 | — | 2,813 50 | — | 298,066 39 |
| 58 | Middleton & Danvers, | 42,067 40 | 1,475 11 | 4,588 66 | — | 379 10 | — | 48,510 27 |
| 59 | Milford, Attleborough & Woonsocket, | 356,817 96 | 67,183 95 | 106,819 13 | 30,135 95 | 25,323 22 | — | 586,280 21 |
| 60 | Milford, Holliston & Framingham, | 339,203 45 | 88,581 30 | 139,764 52 | — | 35,801 64 | 3,862 62 | 607,213 53 |
| 61 | Milford & Uxbridge,* ³ | 86,155 46 | 20,685 07 | 6,697 98 | — | 11,806 46 | — | 125,344 97 |
| 62 | Mt. Tom (Northampton), | 58,216 46 | 4,900 00 | 36,883 54 | — | 635 79 | — | 100,635 79 |
| 63 | Natick & Cohifuate, | 136,243 05 | 33,893 36 | 9,690 00 | — | 553 55 | — | 180,379 96 |
| 64 | Natick & Needham, | 73,987 44 | 24,750 00 | 1,050 00 | — | 939 20 | — | 100,726 64 |
| 65 | New Bedford & Onset, | 467,141 80 | 65,963 00 | 118,924 07 | — | 86,471 42 | — | 737,600 29 |
| 66 | Newton, | 402,938 13 | 112,068 16 | 64,376 13 | 22,110 70 | 5 07 | — | 601,498 19 |
| 67 | Newton & Boston, | 190,924 85 | 112,570 73 | 162,380 01 | — | 702 25 | — | 466,577 84 |
| 68 | Newtonville & Watertown,* | 108,564 94 | — | — | — | 1,491 83 | — | 110,056 77 |
| 69 | Norfolk Western (Dedham, etc.), | 175,981 59 | 28,825 63 | 49,262 31 | — | 2,930 55 | 1,640 80 | 258,640 88 |
| 70 | Northampton, | 380,256 50 | 152,672 95 | 146,469 30 | 2,010 76 | 11,634 27 | 1,359 39 | 694,403 17 |
| 71 | Northampton & Amherst, | 262,271 72 | 51,609 03 | 26,368 67 | — | 2,207 90 | 3,973 01 | 346,430 33 |
| 72 | North End (Worcester), | 100,480 28 | 51,355 04 | 13,674 76 | — | 335 50 | — | 165,845 58 |
| 73 | North Woburn,* ¹ | 186,853 19 | 31,497 00 | 13,140 64 | — | 4,417 97 | 142 00 | 236,050 80 |
| 74 | Norton & Taunton, | 469,157 62 | 55,767 69 | 69,316 30 | 320 00 | 711 16 | 2,622 64 | 597,895 41 |
| 75 | Norwood, Canton & Sharon, | 127,017 98 | 12,100 00 | 7,500 00 | — | 3,728 27 | 10,797 96 | 161,144 21 |

| | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 |
|--|---|-------------------------------|------------------------|---------------------------|----------------------|--|-----------------------------------|----------------------|--------------------------|--|----------------------------|-------------|---------------------------|---|---|--------------|--------------------------------------|-------------------------------------|------------------------|------------|----------------------------|--------------------------------------|------------------------|-------------------------------|-------------------|
| | Old Colony (Brockton, etc.), ⁴ | Orange & Irving, ⁵ | Pembroke, ⁶ | Phillipston, ⁷ | Pittsfield Electric, | Plum Island Electric (Newbury, etc.), ⁸ | Plymouth & Kingston, ⁹ | Plymouth & Sandwich, | Providence & Fall River, | Reading, Wakefield & Lynnfield, ³ | Shelburne Falls & Colrain, | Somerville, | Southbridge & Sturbridge, | South Middlesex (Natick, etc.), ¹⁰ | So. Shore & Boston (Hingham, etc.), ¹¹ | Springfield, | Springfield & Eastern, ¹² | Stoughton & Randolph, ¹³ | Taunton, ¹⁴ | Templeton, | Union (New Bedford, etc.), | Uxbridge & Blackstone, ¹⁵ | Waltham, ¹⁶ | Warren, Brookfield & Spencer, | Webster & Dudley, |
| | 7,648,012 70 | 125,208 88 | 150,810 00 | 166,918 47 | | 54,868 19 | 126,731 47 | 32,781 38 | 237,769 40 | | 70,754 88 | 153,000 00 | 91,166 35 | 151,944 13 | 970,221 02 | 1,200,825 31 | 501,938 60 | 270,000 00 | 961,673 47 | 240,976 25 | 676,796 91 | 8,716 62 | 143,703 15 | 250,007 74 | 57,980 91 |
| | 1,879,909 93 | | | 30,630 82 | | 13,933 68 | 32,916 91 | 9,084 55 | 80,866 48 | | 10,686 64 | | 22,544 41 | 65,542 11 | 241,922 43 | 462,538 60 | 90,900 30 | | 178,633 14 | | 186,709 96 | | 268 76 | 39,456 91 | 12,766 11 |
| | 1,723,477 27 | | | 43,282 76 | | 7,500 00 | 11,314 26 | 2,263 12 | 29,196 75 | | 26,013 68 | | 13,343 96 | 74,339 88 | 261,390 00 | 689,597 05 | 87,608 52 | | 266,357 41 | | 352,849 01 | 3,295 00 | | 66,062 22 | 7,588 76 |
| | 203,331 24 | | | | | | 33,177 18 | | | | 577 30 | | 5,312 06 | 989 43 | | | 22,854 61 | | 60,710 49 | | 39,929 12 | | | | |
| | 390,037 64 | 250 00 | 202 59 | 5,800 41 | | | 7,014 10 | 2,198 05 | 52,860 66 | 6,033 85 | 1,068 08 | | 1,670 23 | 6,928 07 | 30,882 60 | 120,138 22 | 2,291 13 | | 12,461 88 | 2,468 50 | 15,243 40 | 17,438 38 | 21,610 01 | 7,156 86 | 3,824 99 |
| | 252,695 34 | | | | | 1,335 73 | | | | | 654 30 | | 1,524 30 | 15,955 93 | 17,185 00 | 20,611 07 | 3,597 24 | | 7,421 32 | | 15,894 11 | | 1,608 40 | | |
| | 12,097,464 12 | 125,458 88 | 151,012 59 | 246,632 46 | | 76,301 87 | 212,489 65 | 46,327 10 | 400,693 29 | 6,033 85 | 109,754 88 | 153,000 00 | 136,551 31 | 315,699 55 | 1,521,601 05 | 2,493,710 25 | 709,250 40 | 270,000 00 | 1,487,257 71 | 243,444 75 | 1,287,422 51 | 29,450 00 | 165,581 92 | 364,292 13 | 82,160 77 |

¹ Consolidated with the Lynn & Boston May 6, 1901.

³ Railway under construction.

⁵ Obtained a certificate of incorporation but has not commenced the construction of its railway.

⁶ Consolidated with the Brockton & Plymouth, November 1, 1900.

⁸ Consolidated with the Brockton, November 21, 1900.

¹⁰ Railway in the hands of a receiver. These statistics furnished by courtesy of the receiver.

² Consolidated with the Lowell, Lawrence & Haverhill, November 21, 1900.

⁴ Name changed from the Brockton.

The directors are unable to make a return, having no account books.

⁷ Consolidated with the Citizens' Electric, October 8, 1900.

⁹ Name changed from Palmer & Monson.

¹¹ Consolidated with the Globe, October 12, 1900.

Tabulated Statements from Reports of Street Railway Companies — Continued.

| RAILWAY COMPANIES. | | ASSETS SEPTEMBER 30, 1901 — Concluded. | | | | | | 7. — Gross Assets. |
|----------------------|--|--|-----------------|-----------------------------|--|-------------------------------------|---------------------------------|--------------------|
| | | 1. — Construc- tion. | 2. — Equipment. | 3. — Land and Buildings. | 4. — Other Permanent Prop- erty. | 5. — Cash and Current Assets. | 6. — Miscel- laneous Assets. | |
| 101 | Wellesley & Boston, | \$89,869 12 | \$33,904 69 | \$5,240 00 | - | \$988 31 | - | \$130,002 12 |
| 102 | Westborough & Hopkinton, ¹ | 5,723 24 | - | - | - | 14,276 76 | - | 20,000 00 |
| 103 | Westborough & Worcester,* ^{1,2} | 92,782 96 | - | - | - | 1,114 64 | - | 93,897 60 |
| 104 | West End (Boston, etc.), ³ | 9,577,815 59 | 7,365,581 17 | 10,469,041 42 | \$301,915 93 | 3,188 66 | \$1,227,207 98 | 28,944,750 75 |
| 105 | West Roxbury & Roslindale,* ³ | 891,386 88 | 194,489 40 | 46,481 26 | 33,537 52 | 21,039 71 | 2,495 34 | 1,189,430 11 |
| 106 | Winnisimmet (Chelsea), | 50,000 00 | - | - | - | 79 35 | 50 00 | 50,129 35 |
| 107 | Woburn & Boston,* ⁴ | 52,247 06 | 14,552 61 | 2,716 15 | - | 6,072 23 | - | 75,588 05 |
| 108 | Woonsocket (of Rhode Island), | 375,885 76 | 102,341 50 | 11,989 62 | - | 8,092 35 | - | 498,309 23 |
| 109 | Worcester & Blackstone Valley, | 242,862 31 | 55,305 30 | 68,215 29 | 50 00 | 5,591 04 | 1,415 74 | 373,439 68 |
| 110 | Worcester & Clinton,* ⁵ | 226,302 86 | 32,576 59 | 49,234 96 | 1,117 75 | 5,086 33 | 3,054 80 | 317,673 29 |
| 111 | Worcester Consolidated, | 2,824,391 33 | 1,082,643 28 | 853,674 90 | 44,232 89 | 189,744 74 | 61,371 92 | 5,056,059 06 |
| 112 | Worcester & Marlborough,* ⁶ | 297,906 04 | 59,469 29 | 95,388 13 | 500 00 | 13,853 06 | 1,536 37 | 468,652 89 |
| 113 | Worcester, Rochdale & Charlton Depot, ¹ | 30,020 94 | - | - | - | 27,479 06 | - | 57,500 00 |
| 114 | Worcester & Shrewsbury R.R., | 70,803 58 | 52,710 86 | - | - | 26,523 68 | - | 150,038 12 |
| 115 | Worcester & Shrewsbury St. Ry., | 11,700 00 | 8,300 00 | - | - | 22 05 | - | 20,022 05 |
| 116 | Worcester & Southbridge, ¹ | 408,441 90 | - | - | - | 16,558 10 | - | 425,000 00 |
| 117 | Worcester & Suburban,* ⁶ | 464,133 40 | 302,919 24 | 210,229 74 | 44,923 80 | 30,691 29 | 84,521 97 | 1,137,419 44 |
| 118 | Worcester & Webster,* | 213,117 92 | 88,326 63 | 143,793 90 | - | 23,547 23 | 4,501 77 | 474,287 45 |
| 119 | Woronoco (Westfield, etc.), | 139,710 24 | 58,529 01 | 51,067 57 | 275 45 | 808 65 | 2,202 66 | 252,593 58 |
| Totals, ⁷ | | \$52,146,081 61 | \$18,890,988 68 | \$24,195,960 94 | \$1,201,126 50 | \$3,986,856 94 | \$6,829,640 96 | \$107,250,655 63 |

¹ Railway under construction.³ Consolidated with the Brockton, December 22, 1900.⁵ Consolidated with the Leominster & Clinton, October 17, 1900.⁷ Not including the companies marked *, these companies having been consolidated during the year.² Consolidated with the Marlborough & Westborough, April 16, 1901.⁴ Consolidated with the Lexington & Boston, September 20, 1901.⁶ Consolidated with the Worcester Consolidated, March 1, 1901.

Tabulated Statements from Reports of Street Railway Companies — Continued.

LIABILITIES SEPTEMBER 30, 1901.

| | RAILWAY COMPANIES. | 8. — Capital Stock. | 9. — Funded Debt. | 10. — Real Estate Mortgages. | 11. — Current Liabilities. | 12. — Accrued Liabilities. | 13. — Sinking and other Special Funds. | 14. — Gross Liabilities. |
|----|---|------------------------|----------------------|---------------------------------|-------------------------------|-------------------------------|--|-----------------------------|
| 1 | Amesbury & Hampton, | \$100,000 00 | \$50,000 00 | — | \$35,798 12 | — | — | \$185,798 12 |
| 2 | Amherst & Sunderland, | 48,000 00 | 21,500 00 | — | 31,207 69 | \$775 75 | — | 101,483 44 |
| 3 | Athol & Orange, | 74,500 00 | 60,000 00 | — | — | 750 00 | — | 135,250 00 |
| 4 | Berkshire, ¹ | 329,215 00 | — | — | 1,263 25 | — | — | 330,478 25 |
| 5 | Beverly & Danvers, ² | 36,000 00 | — | — | 127 79 | 13 83 | — | 36,141 62 |
| 6 | Blue Hill (Canton, etc.), | 150,000 00 | — | — | 99,427 01 | 2,028 30 | — | 251,455 31 |
| 7 | Boston & Chelsea, | 121,000 00 | — | — | — | — | — | 121,000 00 |
| 8 | Boston Elevated, | 10,000,000 00 | — | — | 1,313,246 11 | 2,386,556 50 | \$1 323,262 48 | 15,023,065 09 |
| 9 | Boston & Northern (Lynn, etc.), ³ | 6,143,000 00 | 8,452,500 00 | — | 1,751,178 83 | 206,222 35 | 5,509 50 | 16,558,410 68 |
| 10 | Boston & Revere Electric, | 50,000 00 | 36,500 00 | — | 13,500 00 | — | — | 100,000 00 |
| 11 | Bristol County, | 200,000 00 | 120,000 00 | — | 122,099 72 | — | — | 442,099 72 |
| 12 | Brookton & Plymouth, | 295,000 00 | 270,000 00 | \$10,000 00 | 168,925 54 | 5,037 71 | — | 748,963 25 |
| 13 | Citizen's Electric (Newburyport, etc.), | 240,000 00 | 210,000 00 | — | 28,805 27 | 4,698 03 | — | 483,503 30 |
| 14 | Clinton & Hudson, ⁴ | 160,000 00 | — | — | 37,312 89 | 87 36 | — | 197,400 25 |
| 15 | Commonwealth Avenue (Newton), | 292,000 00 | 75,000 00 | — | 11,762 67 | 7,000 06 | — | 385,762 73 |
| 16 | Concord & Boston, | 50,000 00 | — | — | 59,017 44 | — | — | 109,017 44 |
| 17 | Concord & Clinton, | 60,000 00 | — | — | 104,554 69 | — | — | 164,554 69 |
| 18 | Concord, Maynard & Hudson, | 50,000 00 | — | — | 123,900 42 | — | — | 173,900 42 |
| 19 | Conway Electric, | 35,950 00 | — | — | 60,015 68 | 1,019 81 | — | 96,985 49 |
| 20 | Cottage City & Edgartown Traction, ⁵ | 60,000 00 | — | — | 3,103 73 | — | — | 63,103 73 |

¹ Railway under construction.

² Consolidated with Lynn & Boston, April 10, 1901.

³ Name changed from Lynn & Boston.
⁴ Consolidated with the Leominster & Clinton, October 17, 1900.
⁵ Purchaser of the Cottage City.

Tabulated Statements from Reports of Street Railway Companies — Continued.

| | RAILWAY COMPANIES. | LIABILITIES SEPTEMBER 30, 1901 — Continued. | | | | | | 14. — Gross Liabilities. |
|----|--|---|-------------------|------------------------------|----------------------------|----------------------------|--|--------------------------|
| | | 8. — Capital Stock. | 9. — Funded Debt. | 10. — Real Estate Mortgages. | 11. — Current Liabilities. | 12. — Accrued Liabilities. | 13. — Sinking and other Special Funds. | |
| 21 | Dartmouth & Westport, | \$150,000 00 | \$90,000 00 | — | \$377 74 | \$2,386 28 | \$8,700 00 | \$251,464 02 |
| 22 | East Middlesex (Malden, etc.), . . . | 297,700 00 | 220,000 00 | — | 106 20 | — | — | 517,806 20 |
| 23 | Easton, ¹ | — | — | — | — | — | — | — |
| 24 | East Taunton, | 110,000 00 | 45,000 00 | — | 3,233 20 | 2,060 10 | — | 160,293 30 |
| 25 | East Ware, O. B. & P. I., ² | 21,400 00 | — | — | 893 19 | 3,077 21 | — | 25,370 40 |
| 26 | Essex County, ³ | 12,500 00 | — | — | — | — | — | 12,500 00 |
| 27 | Fitchburg & Leominster, | 350,000 00 | 300,000 00 | — | 71,306 01 | 1,540 46 | 14,357 58 | 737,204 05 |
| 28 | Fitchburg & Suburban, ⁴ | 188,000 00 | — | — | 27,414 41 | 171 06 | — | 215,585 47 |
| 29 | Framingham, Southboro' & Marlboro', . | 80,000 00 | 60,000 00 | — | 20,000 00 | 750 00 | — | 160,750 00 |
| 30 | Framingham Union, | 30,000 00 | 47,000 00 | — | 58,710 90 | 1,523 03 | 888 25 | 138,122 18 |
| 31 | Gardner, Westminster & Fitchburg, . | 185,000 00 | 150,000 00 | — | 65,750 86 | 987 78 | — | 401,738 64 |
| 32 | Georgetown, Rowley & Ipswich, . . | 180,000 00 | 180,000 00 | — | 56,151 85 | 5,763 82 | — | 421,915 67 |
| 33 | Globe (Fall River), ⁵ | 1,440,000 00 | 2,250,000 00 | — | 320,355 69 | 25,930 27 | 47,166 62 | 4,083,692 58 |
| 34 | Gloucester & Rockport, | 30,000 00 | — | — | 10,000 00 | — | — | 40,000 00 |
| 35 | Greenfield & Deerfield, ⁶ | 12,500 00 | — | — | 926 02 | — | — | 13,426 02 |
| 36 | Greenfield & Turner's Falls, | 115,500 00 | 90,000 00 | — | 16,974 98 | — | — | 222,474 98 |
| 37 | Hampshire & Worcester, | 75,000 00 | — | — | 70,235 08 | — | — | 145,235 08 |
| 38 | Haverhill & Amesbury, | 150,000 00 | 490,000 00 | — | 158,679 30 | 8,758 98 | — | 807,438 28 |
| 39 | Haverhill & Andover, ⁶ | 40,000 00 | — | — | 1,860 94 | 126 53 | — | 41,987 47 |
| 40 | Haverhill, Georgetown & Danvers, . . | 60,000 00 | 35,000 00 | — | 30,633 43 | 1,694 03 | 3,226 33 | 130,553 79 |
| 41 | Haverhill & Southern New Hampshire, ⁸ | 30,000 00 | — | — | 42,031 91 | — | — | 72,031 91 |
| 42 | Holyoke, | 700,000 00 | 335,000 00 | — | 15,605 51 | 29,192 70 | — | 1,079,798 21 |
| 43 | Hoosac Valley (North Adams, etc.), . | 100,000 00 | 100,000 00 | — | 79,691 05 | — | — | 279,691 05 |
| 44 | Interstate Consolidated (of R. I.), . . | 380,000 00 | 150,000 00 | — | 180,327 99 | 3,283 50 | — | 713,611 49 |
| 45 | Lawrence & Methuen, ⁹ | 35,000 00 | — | — | 38,553 92 | — | — | 73,553 92 |

| | | | | | | | |
|----|---|--------------|--------------|------------|-----------|-----------|--------------|
| 46 | Lawrence & Reading, | 115,000 00 | - | 289,113 45 | 337 38 | - | 404,450 83 |
| 47 | Leominster & Clinton,* 7 | 648,000 00 | 308,000 00 | 138,331 41 | 9,345 20 | - | 1,103,676 61 |
| 48 | Lexington & Boston, | 497,550 00 | 350,000 00 | 30,500 00 | - | - | 878,050 00 |
| 49 | Linwood, | 12,000 00 | - | 3,094 78 | 199 87 | - | 15,294 65 |
| 50 | Lowell & Boston, | 90,000 00 | - | 133,416 92 | 873 72 | - | 224,290 64 |
| 51 | Lowell, Lawrence & Haverhill,* 8 | 2,720,000 00 | 2,433,000 00 | 396,623 00 | 66,579 93 | 17,183 54 | 5,633,386 47 |
| 52 | Lowell & Suburban,* 9 | 1,200,000 00 | 1,000,000 00 | 251,233 71 | 31,238 99 | 24,096 30 | 2,506,569 00 |
| 53 | Marlborough, | 80,000 00 | 80,000 00 | 72,433 20 | 2,016 90 | 4,000 00 | 238,450 10 |
| 54 | Marlborough & Westborough, | 160,000 00 | 160,000 00 | 50,000 00 | 2,361 11 | - | 372,361 11 |
| 55 | Martha's Vineyard, | 6,742 50 | - | 2,432 35 | - | - | 9,194 85 |
| 56 | Medfield & Medway, | 100,000 00 | 100,000 00 | 36,772 70 | 1,250 00 | - | 238,022 70 |
| 57 | Middleboro' Wareham & Buz. Bay, | 75,000 00 | - | 220,997 00 | - | - | 295,997 00 |
| 58 | Middleton & Danvers, | 32,000 00 | - | 16,626 65 | 15 32 | - | 48,641 97 |
| 59 | Milford, Attleboro' & Woonsocket, | 250,000 00 | 250,000 00 | 63,432 09 | 3,897 39 | - | 567,329 48 |
| 60 | Milford, Holliston & Framingham, | 252,000 00 | 165,000 00 | 161,061 04 | 3,154 15 | - | 581,215 19 |
| 61 | Milford & Uxbridge,* | 50,000 00 | - | 75,234 27 | 110 70 | - | 125,344 97 |
| 62 | Mt. Tom (Northampton), | 100,000 00 | - | - | - | - | 100,000 00 |
| 63 | Natick & Cochrutuate, | 100,000 00 | - | 66,937 32 | - | - | 166,937 32 |
| 64 | Natick & Needham, | 50,000 00 | 50,000 00 | 226 64 | - | - | 100,226 64 |
| 65 | New Bedford & Onset, | 200,000 00 | - | 536,213 35 | - | - | 736,213 35 |
| 66 | Newton, | 315,000 00 | 135,000 00 | 113,000 00 | - | - | 568,000 00 |
| 67 | Newton & Boston, | 200,000 00 | 200,000 00 | 117,500 00 | - | - | 517,500 00 |
| 68 | Newtonville & Watertown, | 50,000 00 | - | 59,650 00 | - | - | 109,650 00 |
| 69 | Norfolk Western (Dedham, etc.), | 100,000 00 | 100,000 00 | 66,343 52 | 833 33 | - | 267,176 85 |
| 70 | Northampton, | 300,000 00 | 225,000 00 | 135,000 00 | - | - | 666,000 00 |
| 71 | Northampton & Amherst, | 180,000 00 | 160,000 00 | 3,665 47 | - | - | 343,665 47 |
| 72 | North End (Worcester), | 110,000 00 | 75,000 00 | 134,787 13 | 407 76 | - | 185,000 00 |
| 73 | North Woburn,* 8 | 100,000 00 | - | 11,701 63 | 1,019 49 | - | 235,194 89 |
| 74 | Norton & Taunton, | 297,000 00 | 296,000 00 | 98,722 52 | 545 17 | - | 605,721 12 |
| 75 | Norwood, Canton & Sharon, | 62,500 00 | - | - | - | - | 161,767 69 |

1 Railway under construction. Not possible for the present Board of Directors to adjust the accounts so as to make a return.

2 Consolidated with the New Bedford & Onset, June 12, 1901.

3 Obtained a certificate of incorporation, but has not commenced the construction of its railway.

4 Consolidated with the Leominster & Clinton, October 17, 1900.

5 Consolidated with the Worcester Consolidated, March 1, 1901.

6 Consolidated with the Lynn & Boston, May 6, 1901.

7 Consolidated with the Lowell, Lawrence & Haverhill, November 21, 1900.

8 Consolidated with the Brockton, January 19, 1901.

9 Consolidated with the Lynn & Boston, May 6, 1901.

Tabulated Statements from Reports of Street Railway Companies — Continued.

| LIABILITIES SEPTEMBER 30, 1901 — Concluded. | | | | | | | | | | |
|---|--|---------------------|-------------------|------------------------------|----------------------------|----------------------------|--|--------------------------|--|--|
| RAILWAY COMPANIES. | | 8. — Capital Stock. | 9. — Funded Debt. | 10. — Real Estate Mortgages. | 11. — Current Liabilities. | 12. — Accrued Liabilities. | 13. — Sinking and other Special Funds. | 14. — Gross Liabilities. | | |
| 76 | Old Colony (Brockton, etc.), ¹ | \$5,777,700 00 | \$4,671,000 00 | — | \$1,310,290 67 | \$91,453 54 | \$15,887 14 | \$11,866,331 35 | | |
| 77 | Orange & Irving, ² | — | — | — | — | — | — | — | | |
| 78 | Pembroke, ³ | 20,000 00 | — | — | 105,458 88 | — | — | 125,458 88 | | |
| 79 | Phillipston, ⁴ | 18,600 00 | — | — | 132,210 00 | — | — | 150,810 00 | | |
| 80 | Pittsfield Electric, | 130,000 00 | 55,000 00 | — | 35,092 87 | — | — | 220,092 87 | | |
| 81 | Plum Island Electric (Newbury, etc.), ⁴ | 40,000 00 | — | — | 36,301 87 | — | — | 76,301 87 | | |
| 82 | Plymouth & Kingston, ³ | 100,000 00 | 35,000 00 | \$10,000 00 | 65,870 39 | 1,551 33 | — | 212,421 72 | | |
| 83 | Plymouth & Sandwich, | 35,800 00 | — | — | 8,828 73 | — | — | 44,628 73 | | |
| 84 | Providence & Fall River, | 165,000 00 | 115,000 00 | — | 112,297 65 | 2,228 48 | — | 394,526 13 | | |
| 85 | Reading, Wakefield & Lynnfield, ⁵ | 6,000 00 | — | — | — | 33 85 | — | 6,033 85 | | |
| 86 | Shelburne Falls & Colrain, | 50,000 00 | 50,000 00 | — | 6,699 00 | 622 62 | — | 107,321 62 | | |
| 87 | Somerville, | 153,000 00 | — | — | — | — | — | 153,000 00 | | |
| 88 | Southbridge & Sturbridge, | 60,000 00 | 60,000 00 | — | 10,000 00 | 1,032 39 | — | 131,032 39 | | |
| 89 | South Middlesex (Natick, etc.), ⁶ | 100,000 00 | 100,000 00 | — | 104,341 63 | 5,207 12 | 4,176 50 | 313,725 25 | | |
| 90 | So. Shore & Boston (Hingham, etc.), ⁶ | 865,000 00 | 600,000 00 | — | 39,828 76 | 6,697 66 | — | 1,511,526 42 | | |
| 91 | Springfield, | 1,958,400 00 | 100,000 00 | — | 16,650 51 | 16,836 27 | — | 2,091,886 78 | | |
| 92 | Springfield & Eastern, ⁷ | 195,000 00 | — | — | 509,354 16 | — | — | 704,354 16 | | |
| 93 | Stoughton & Randolph, ⁸ | 80,000 00 | — | — | 190,000 00 | — | — | 270,000 00 | | |
| 94 | Taunton, ⁹ | 525,000 00 | 700,000 00 | — | 202,193 05 | 9,233 26 | 20,000 00 | 1,456,426 31 | | |
| 95 | Templeton, | 50,000 00 | — | — | 199,506 73 | — | — | 249,506 73 | | |
| 96 | Union (New Bedford, etc.), | 600,000 00 | 400,000 00 | — | 225,806 89 | 5,615 62 | 6,000 00 | 1,237,422 51 | | |
| 97 | Uxbridge & Blackstone, ⁵ | 29,450 00 | — | — | — | — | — | 29,450 00 | | |
| 98 | Waltham, ⁵ | 60,000 00 | — | — | 105,581 92 | — | — | 165,581 92 | | |
| 99 | Warren, Brookfield & Spencer, | 150,000 00 | 125,000 00 | — | 69,188 42 | 3,350 32 | 4,000 00 | 351,538 74 | | |
| 100 | Webster & Dudley, | 50,000 00 | — | — | 30,605 60 | — | — | 80,605 60 | | |

| | | | | | | | |
|-----------------------|--|-----------------|-----------------|-------------|----------------|----------------|------------------|
| 101 | Wellesley & Boston, | 115,000 00 | - | - | - | 7,500 00 | 122,500 00 |
| 102 | Westborough & Hopkinton, ⁵ | 20,000 00 | - | - | - | - | 20,000 00 |
| 103 | Westborough & Worcester, ^{6, 10} | 60,000 00 | - | - | 170 00 | - | 93,897 60 |
| 104 | West End (Boston, etc.), ¹¹ | 15,485,000 00 | 12,866,000 00 | - | - | - | 28,770,935 36 |
| 105 | West Roxbury & Roslindale, ¹¹ | 800,000 00 | 283,000 00 | - | 6,503 83 | 7,284 33 | 1,182,947 03 |
| 106 | Winnisimmet (Chelsea), | 50,000 00 | - | - | - | - | 50,000 00 |
| 107 | Woburn & Boston, ¹² | 75,000 00 | - | - | - | - | 75,000 00 |
| 108 | Woonsocket (or Rhode Island), | 300,000 00 | 185,000 00 | - | 2,312 50 | - | 551,480 89 |
| 109 | Worcester & Blackstone Valley, | 60,000 00 | - | - | 8,148 88 | - | 369,717 92 |
| 110 | Worcester & Clinton, ¹³ | 150,000 00 | 115,000 00 | - | 1,841 78 | - | 315,035 16 |
| 111 | Worcester Consolidated, | 2,550,000 00 | 1,405,000 00 | 4,500 00 | 20,273 96 | - | 4,829,210 64 |
| 112 | Worcester & Marlborough, ¹⁴ | 238,900 00 | 200,000 00 | - | 7,872 62 | - | 447,438 41 |
| 113 | Worcester, Rochdale & Charlton Depot, ⁵ | 57,500 00 | - | - | - | - | 57,500 00 |
| 114 | Worcester & Shrewsbury R.R., | 36,825 00 | 22,000 00 | - | - | - | 58,825 00 |
| 115 | Worcester & Shrewsbury St. Ry., | 20,000 00 | - | - | - | - | 20,000 00 |
| 116 | Worcester & Southbridge, ⁵ | 200,000 00 | - | - | - | - | 425,000 00 |
| 117 | Worcester & Suburban, ¹⁴ | 542,500 00 | 200,000 00 | - | 11,183 09 | - | 1,127,996 25 |
| 118 | Worcester & Webster, | 150,000 00 | 150,000 00 | - | 5,481 66 | - | 486,045 85 |
| 119 | Woronoco (Westfield, etc.), | 150,000 00 | 75,000 00 | - | - | - | 249,500 00 |
| Totals, ¹⁵ | | \$54,069,932 50 | \$34,312,500 00 | \$19,500 00 | \$2,851,367 46 | \$1,397,507 78 | \$104,995,550 14 |

¹ Name changed from the Brockton.² Obtained a certificate of incorporation but has not commenced the construction of its railway. The directors are unable to make a return, having no account books.³ Consolidated with the Brockton & Plymouth, November 1, 1900. ⁴ Consolidated with the Citizen's Electric, October 8, 1900. ⁵ Railway under construction.⁶ Consolidated with the Brockton, November 21, 1900. ⁷ Name changed from Palmer & Monson.⁸ Railway in the hands of a receiver. These statistics furnished by courtesy of the receiver.⁹ Consolidated with the Globe, October 12, 1900.¹⁰ Consolidated with the Marlborough & Westborough, April 16, 1901.¹¹ Consolidated with the Lexington & Boston, September 20, 1901.¹² Consolidated with the Worcester Consolidated, March 1, 1901.¹³ Not including the companies marked *, these companies having been consolidated during the year.¹⁴ Consolidated with the Brockton, December 22, 1900.¹⁵ Consolidated with the Leominster & Clinton, October 17, 1900.

Tabulated Statements from Reports of Street Railway Companies — Continued.

| RAILWAY COMPANIES. | | PROPERTY ACCOUNTS: ADDITIONS AND DEDUCTIONS DURING THE YEAR. | | | | | | | |
|--------------------|---|--|--------------------|----------------------------|----------------------------------|----------------------|-----------------|------------------------|--|
| | | 15.—Additions to railway. | 16.—To Equip-ment. | 17.—To Land and Buildings. | 18.—To other Permanent Property. | 19.—Total Additions. | 20.—Deductions. | 21.—Net Additions. | |
| 1 | Amesbury & Hampton, | \$63,369 65 | — | \$18,000 00 | — | \$81,369 65 | — | \$81,369 65 | |
| 2 | Amherst & Sunderland, | 37,751 47 | \$4,336 90 | 13,240 69 | — | 55,329 06 | — | 55,329 06 | |
| 3 | Atthol & Orange, | — | 207 21 | 1,942 50 | \$17,400 00 | 19,549 71 | — | 19,549 71 | |
| 4 | Berkshire, | — | — | — | — | — | — | — | |
| 5 | Beverly & Danvers, | 3,767 49 | 515 66 | 1,720 78 | — | 6,003 93 | \$17,930 90 | 11,926 97 ^d | |
| 6 | Blue Hill (Canton, etc.), | 8,317 46 | 1,872 14 | 31,049 36 | 1,778 74 | 43,017 70 | 256 46 | 42,761 24 | |
| 7 | Boston & Chelsea, | — | — | — | — | — | — | — | |
| 8 | Boston Elevated, | 2,094,782 89 | 838,633 56 | 1,752,544 03 | 92,269 69 | 4,778,230 17 | — | 4,778,230 17 | |
| 9 | Boston & Northern (Lynn, etc.), | 3,831,729 81 | 1,404,538 51 | 1,324,574 95 | 168,081 30 | 6,728,924 57 | 357,075 23 | 6,371,849 34 | |
| 10 | Boston & Revere Electric, | — | — | — | — | — | — | — | |
| 11 | Bristol County, | 130,524 61 | 74,976 10 | 73,268 02 | — | 278,768 73 | 1,424 64 | 277,344 09 | |
| 12 | Brookton & Plymouth, | 354,326 54 | 69,409 40 | 62,664 85 | 33,870 30 | 520,271 09 | 100,305 81 | 419,965 28 | |
| 13 | Citizen's Electric (Newburyport, etc.), | 5,266 28 | 11,293 65 | 1,810 25 | 76,301 87 | 94,672 05 | — | 94,672 05 | |
| 14 | Clinton & Hudson, | — | — | — | — | — | — | — | |
| 15 | Commonwealth Avenue (Newton), | 517 21 | 18,434 84 | 4,250 52 | 206 39 | 23,408 96 | 44 13 | 23,364 83 | |
| 16 | Concord & Boston, | — | — | — | — | — | — | — | |
| 17 | Concord & Clinton, | — | — | — | — | — | — | — | |
| 18 | Concord, Maynard & Hudson, | — | — | — | — | — | — | — | |
| 19 | Conway Electric, | — | — | — | — | — | — | — | |
| 20 | Cottage City & Edgartown Traction, | — | — | — | — | — | 1,327 00 | 1,327 00 ^d | |
| 21 | Dartmouth & Westport, | 3,563 62 | 7,043 78 | 456 42 | — | 11,063 82 | 15,646 42 | 4,582 60 ^d | |
| 22 | East Middlesex (Malden, etc.), | — | — | — | — | — | — | — | |
| 23 | Easton, | — | — | — | — | — | — | — | |
| 24 | East Taunton, | 3,944 51 | 1,736 83 | 34 30 | — | 5,715 64 | 214 40 | 5,501 24 | |
| 25 | East Wareham, Onset Bay & P. I., | — | — | — | — | — | — | — | |

| | | | | | | | | |
|----|---|--------------|------------|------------|------------|--------------|------------|-----------------------|
| 26 | Essex County, | 46,217 08 | 26,641 12 | 6,090 25 | 26,752 12 | 105,700 57 | 6,645 05 | 99,055 52 |
| 27 | Fitchburg & Leominster, | - | - | - | - | - | - | - |
| 28 | Fitchburg & Suburban, | 927 85 | - | 62 84 | - | 990 69 | - | 990 69 |
| 29 | Framingham, Southboro' & Marlboro', | 137 88 | 7,909 69 | 62 83 | - | 8,110 40 | - | 8,110 40 |
| 30 | Framingham Union, | - | - | - | - | - | - | - |
| 31 | Gardner, Westminster & Fitchburg, | 492 80 | 4,055 60 | 85 45 | 11,188 90 | 15,822 75 | 2,000 00 | 13,822 75 |
| 32 | Georgetown, Rowley & Ipswich, | 106 67 | 833 38 | 74 46 | - | 1,014 51 | - | 1,014 51 |
| 33 | Globe (Fall River), | 967,929 85 | 197,962 41 | 266,432 41 | 60,710 49 | 1,493,035 16 | 9,816 22 | 1,483,218 94 |
| 34 | Gloucester & Rockport, | - | - | - | - | - | - | - |
| 35 | Greenfield & Deerfield, | - | - | - | - | - | - | - |
| 36 | Greenfield & Turner's Falls, | 159 60 | 296 00 | - | - | 455 60 | 6,424 49 | 5,968 89 ^d |
| 37 | Hampshire & Worcester, | - | - | - | - | - | - | - |
| 38 | Haverhill & Amesbury, | 19,211 16 | 9,080 60 | 1,850 59 | - | 30,092 35 | - | 30,092 35 |
| 39 | Haverhill & Andover, | - | - | - | - | - | - | - |
| 40 | Haverhill, Georgetown & Danvers, | 1,219 98 | 2,873 93 | 2,700 00 | - | 6,793 91 | - | 6,793 91 |
| 41 | Haverhill & Southern New Hampshire, | - | - | - | - | - | - | - |
| 42 | Holyoke, | 46,458 73 | 61,337 13 | 15,121 51 | - | 122,917 37 | 100,000 00 | 22,917 37 |
| 43 | Hoosac Valley (North Adams, etc.), | 33,528 51 | 1,870 96 | 5,345 86 | 139 40 | 40,884 73 | - | 40,884 73 |
| 44 | Interstate Consolidated (of R. I.), | 34,450 38 | 7,216 29 | - | - | 41,666 67 | - | 41,666 67 |
| 45 | Lawrence & Methuen, | - | - | - | - | - | - | - |
| 46 | Lawrence & Reading, | 56,068 04 | 24,969 03 | 10,488 30 | - | 91,525 37 | - | 91,525 37 |
| 47 | Leominster & Clinton, | 468,824 63 | 98,327 50 | 108,492 33 | 20,234 79 | 695,879 25 | - | 695,879 25 |
| 48 | Lexington & Boston, | 124,641 10 | 55,761 44 | 44,306 20 | - | 224,708 74 | - | 224,708 74 |
| 49 | Linwood, | 2,476 08 | 299 70 | - | - | 2,775 78 | - | 2,775 78 |
| 50 | Lowell & Boston, | - | - | - | - | - | - | - |
| 51 | Lowell, Lawrence & Haverhill, | 1,373,863 93 | 362,143 88 | 567,340 41 | 160,984 40 | 2,464,332 62 | 150 00 | 2,464,182 62 |
| 52 | Lowell & Suburban, | 974 99 | 215 94 | - | - | 1,190 93 | 470 70 | 720 23 |
| 53 | Marlborough, | 5,259 53 | 9,047 41 | 142 70 | - | 14,449 64 | - | 14,449 64 |
| 54 | Marlborough & Westborough, | 137,731 56 | 58,209 67 | 84,560 67 | 14,759 47 | 295,261 37 | - | 295,261 37 |
| 55 | Martha's Vineyard, | 74 53 | - | - | - | 74 53 | 2,500 00 | 2,425 47 ^d |

^d Net deduction.

Tabulated Statements from Reports of Street Railway Companies — Continued.

| | | PROPERTY ACCOUNTS: ADDITIONS AND DEDUCTIONS DURING THE YEAR — Continued. | | | | | | |
|--------------------|---|--|----------------------|------------------------------|-------------------------------------|-------------------------|--------------------|-----------------------|
| RAILWAY COMPANIES. | | 15. — Additions to Railway. | 16. — To Equip-ment. | 17. — To Land and Buildings. | 18. — To other Perma-nent Property. | 19. — Total Ad-ditions. | 20. — Deduc-tions. | 21. — Net Addi-tions. |
| 56 | Medfield & Medway, | \$4,074 98 | \$5,831 21 | - | - | \$9,906 19 | \$306 56 | \$9,599 63 |
| 57 | Middleboro', Wareham & Buz. Bay, | - | - | - | - | - | - | - |
| 58 | Middleton & Danvers, | - | - | - | - | - | - | - |
| 59 | Milford, Attleborough & Woonsocket, | 22,722 42 | 10,673 49 | \$4,431 85 | \$12,322 10 | 50,149 86 | 14,637 76 | 35,512 10 |
| 60 | Milford, Holliston & Framingham, | 68,128 91 | 7,362 69 | 22,235 48 | - | 97,727 08 | 325 00 | 97,402 08 |
| 61 | Milford & Uxbridge, | - | - | - | - | - | - | - |
| 62 | Mt. Tom (Northampton), | - | - | - | - | - | - | - |
| 63 | Natick & Cohituate, | - | - | - | - | - | - | - |
| 64 | Natick & Needham, | 30,039 48 | - | - | - | 30,039 48 | 18,501 74 | 11,537 74 |
| 65 | New Bedford & Onset, | - | - | - | - | - | - | - |
| 66 | Newton, | 62,321 68 | 20,095 83 | 13,526 84 | 17,110 70 | 113,055 05 | 10,000 00 | 103,055 05 |
| 67 | Newton & Boston, | 5,972 01 | 3,875 34 | 9,227 05 | - | 19,074 40 | 4,386 40 | 14,688 00 |
| 68 | Newtonville & Watertown, | 497 38 | - | - | - | 497 38 | - | 497 38 |
| 69 | Norfolk Western (Dedham, etc.), | 509 60 | 909 01 | - | 137 55 | 1,556 16 | 539 06 | 1,017 10 |
| 70 | Northampton, | 38,446 31 | 39,256 86 | 35,862 90 | - | 113,566 07 | 62 90 | 113,503 17 |
| 71 | Northampton & Amherst, | 116,462 77 | 12,991 61 | 3,293 07 | - | 132,747 45 | 16,805 48 | 115,941 97 |
| 72 | North End (Worcester), | - | - | - | - | - | - | - |
| 73 | North Woburn, | 8,996 97 | - | - | - | 8,996 97 | 9,000 00 | 3 03d |
| 74 | Norton & Taunton, | 669 40 | - | 300 00 | - | 969 40 | - | 969 40 |
| 75 | Norwood, Canton & Sharon, | 122,041 93 | 12,100 00 | 7,500 00 | - | 141,641 93 | - | 141,641 93 |
| 76 | Old Colony (Brookton, etc.), | 4,895,283 63 | 1,074,327 60 | 923,017 26 | 135,193 30 | 7,027,821 79 | 57,213 21 | 6,970,608 58 |
| 77 | Orange & Erving, | - | - | - | - | - | - | - |
| 78 | Pembroke, | - | - | - | - | - | - | - |
| 79 | Phillipston, | - | - | - | - | - | - | - |
| 80 | Pittsfield Electric, | 85,328 40 | 4,661 02 | - | - | 89,989 42 | 6,000 00 | 83,989 42 |

Tabulated Statements from Reports of Street Railway Companies — Continued.

| RAILWAY COMPANIES. | PROPERTY ACCOUNTS: ADDITIONS AND DEDUCTIONS DURING THE YEAR — Concluded. | | | | | |
|---|--|-------------------|----------------------------|----------------------------------|----------------------|--------------------|
| | 15.—Additions to Railway. | 16.—To Equipment. | 17.—To Land and Buildings. | 18.—To other Permanent Property. | 19.—Total Additions. | 20.—Deductions. |
| | | | | | | 21.—Net Additions. |
| 111 Worcester Consolidated, | \$1,546,349 44 | \$718,720 39 | \$609,829 15 | \$44,232 89 | \$2,919,131 87 | \$2,918,201 87 |
| 112 Worcester & Marlborough, | 2,486 83 | - | - | - | 2,486 83 | 2,486 83 |
| 113 Worcester, Rochdale & Charlton Depot, | - | - | - | - | - | - |
| 114 Worcester & Shrewsbury R.R., | - | - | - | - | - | - |
| 115 Worcester & Shrewsbury St. Ry., | - | - | - | - | - | - |
| 116 Worcester & Southbridge, | 9,762 21 | 14,430 23 | 1,064 39 | - | 25,256 83 | 25,256 83 |
| 117 Worcester & Suburban, | 6,870 36 | 38,289 90 | 12,694 76 | 300 00 | 57,155 02 | 57,155 02 |
| 118 Worcester & Webster, | 1,739 76 | 2,650 62 | 3,981 51 | 757 50 | 9,129 39 | 9,129 39 |
| 119 Woronoco (Westfield, etc.), | - | - | - | - | - | - |

Tabulated Statements from Reports of Street Railway Companies — Continued.

| RAILWAY COMPANIES. | | INCOME FOR THE YEAR ENDING SEPTEMBER 30, 1901. | | | | | | |
|--------------------|---|--|---------------------------------------|--|--|--|---------------------------------|----------------------|
| | | 22.—From Pas- sengers. | 23.—From Mails and Merchandise. | 24.—From Tolls, Rents, Ad- vertising, etc. | 25.—Total Earnings from Operation. | 26.—Rentals from Lease of Railway. | 27.— Miscel- laneous Income. | 28.—Gross Income. |
| 1 | Amesbury & Hampton, ¹ | — | — | — | — | \$4,500 00 | — | \$4,500 00 |
| 2 | Amherst & Sunderland, | \$14,423 09 | \$200 00 | \$71 50 | \$14,694 59 | — | — | 14,694 59 |
| 3 | Athol & Orange, . . . | 35,987 60 | — | 211 83 | 36,199 43 | — | — | 36,199 43 |
| 4 | Berkshire, . . . | — | — | — | — | — | — | — |
| 5 | Beverly & Danvers, ² | 3,678 98 | — | — | 3,678 98 | — | — | 3,678 98 |
| 6 | Blue Hill (Canton, etc.), | 17,941 00 | 100 00 | 522 01 | 18,563 01 | — | — | 18,563 01 |
| 7 | Boston & Chelsea, ³ | — | — | — | — | 7,260 00 | — | 7,260 00 |
| 8 | Boston Elevated, . . . | 10,562,533 45 | 21,600 08 | 208,859 56 | 10,792,993 09 | — | \$76,503 24 | 10,869,496 33 |
| 9 | Boston & Northern (Lynn, etc.), | 2,716,462 85 | 610 69 | 26,338 87 | 2,743,412 41 | — | 15,289 76 | 2,758,702 17 |
| 10 | Boston & Revere Electric, ⁴ | — | — | — | — | 2,500 00 | — | 2,500 00 |
| 11 | Bristol County, ⁵ | 16,235 45 | — | 66 20 | 16,301 65 | — | — | 16,301 65 |
| 12 | Brockton & Plymouth, | 82,264 32 | 132 96 | 2,731 01 | 85,128 29 | — | — | 85,128 29 |
| 13 | Citizen's Electric (Newburyport, etc.), | 94,228 13 | 271 40 | 1,196 62 | 95,696 15 | — | — | 95,696 15 |
| 14 | Clinton & Hudson, ⁶ | 881 80 | — | — | 881 80 | — | — | 881 80 |
| 15 | Commonwealth Avenue (Newton), | 80,478 03 | — | 4,531 61 | 85,009 64 | — | — | 85,009 64 |
| 16 | Concord & Boston, ⁷ | 575 57 | — | — | 575 57 | — | — | 575 57 |
| 17 | Concord & Clinton, ⁸ | — | — | — | — | 930 92 | — | 930 92 |
| 18 | Concord, Maynard & Hudson, ⁹ | 2,617 35 | — | — | 2,617 35 | — | — | 2,617 35 |
| 19 | Conway Electric, . . . | 3,388 77 | 6,490 59 | — | 9,879 36 | — | 500 00 | 10,379 36 |
| 20 | Cottage City & Edgartown Traction, . | 3,918 90 | — | 12 00 | 3,930 90 | — | — | 3,930 90 |

¹ Leased to the Exeter, Hampton & Amesbury of New Hampshire.

² Operation to April 10, 1901, when consolidated with the Lynn & Boston.

³ Leased to the Boston Elevated and operated by the Boston & Northern.

⁴ Leased to and operated by the Boston & Northern.

⁵ Commenced operation March 25, 1901.

⁶ Operation to October 17, 1900, when consolidated with the Leominster & Clinton.

⁷ Tracks used by the Lexington & Boston.

⁸ Commenced operation August 31, 1901.

⁹ Commenced operation August 31, 1901.

Tabulated Statements from Reports of Street Railway Companies — Continued.

INCOME FOR THE YEAR ENDING SEPTEMBER 30, 1901 — Continued.

| | RAILWAY COMPANIES. | INCOME FOR THE YEAR ENDING SEPTEMBER 30, 1901 — Continued. | | | | | |
|----|--|--|-----------------------------------|--|--------------------------------------|--------------------------------------|-----------------------------|
| | | 22. — From Passengers. | 23. — From Mails and Merchandise. | 24. — From Tolls, Rents, Advertising, etc. | 25. — Total Earnings from Operation. | 26. — Rentals from Lease of Railway. | 27. — Miscellaneous Income. |
| 21 | Dartmouth & Westport. | \$118,292 67 | \$800 00 | \$452 29 | \$119,544 96 | — | \$119,544 96 |
| 22 | East Middlesex (Malden, etc.). | — | — | — | — | \$24,000 00 | 24,013 76 |
| 23 | Easton. | — | — | 138 39 | 28,166 75 | — | 28,166 75 |
| 24 | East Taunton. | 28,028 36 | 803 94 | 6 35 | 1,241 84 | — | 1,241 84 |
| 25 | East Wareham, O. B. & P. L. ² | 431 55 | — | — | — | — | — |
| 26 | Essex County. | — | — | — | — | — | — |
| 27 | Fitchburg & Leominster. | 179,090 06 | — | 504 96 | 179,595 02 | 16,948 60 | 196,543 62 |
| 28 | Fitchburg & Suburban. ³ | 1,016 85 | — | — | 1,016 85 | — | 1,016 85 |
| 29 | Framingham, Southboro' & Marlboro'. ⁴ | 24,700 90 | — | — | 24,700 90 | — | 24,700 90 |
| 30 | Framingham Union. | 35,921 60 | 262 26 | 412 00 | 36,595 86 | — | 36,595 86 |
| 31 | Gardner, Westminster & Fitchburg. | 53,873 84 | — | 263 15 | 54,136 99 | — | 54,136 99 |
| 32 | Georgetown, Rowley & Ipswich. | 37,762 94 | 49 99 | 176 94 | 37,989 87 | — | 37,991 87 |
| 33 | Globe (Fall River). ⁵ | 152,379 62 | 62 50 | 6,096 08 | 158,538 20 | 2 00 | 158,538 20 |
| 34 | Gloucester & Rockport. ¹ | — | — | — | — | — | — |
| 35 | Greenfield & Deerfield. | — | — | — | — | 1,800 00 | 1,800 00 |
| 36 | Greenfield & Turner's Falls. | 42,773 19 | 1,786 60 | 305 16 | 44,864 95 | — | 44,864 95 |
| 37 | Hampshire & Worcester. ⁶ | 1,637 50 | — | — | 1,637 50 | — | 1,637 50 |
| 38 | Haverhill & Amesbury. | 114,390 30 | 488 96 | 1,516 50 | 116,395 76 | — | 116,395 76 |
| 39 | Haverhill & Andover. | — | — | — | — | — | — |
| 40 | Haverhill, Georgetown & Danvers. | 26,945 91 | — | 56 19 | 27,002 10 | — | 27,002 10 |
| 41 | Haverhill & Southern New Hampshire. | — | — | — | — | — | — |
| 42 | Holyoke. | 292,413 83 | — | 3,751 69 | 296,165 52 | 7,500 00 | 303,665 52 |
| 43 | Hoosac Valley (North Adams, etc.). | 95,312 15 | 167 60 | 1,463 35 | 96,933 10 | 3,879 88 | 100,812 98 |
| 44 | Interstate Consolidated (of R. I.). | 173,084 40 | 492 77 | 662 04 | 174,239 21 | 462 59 | 174,701 80 |
| 45 | Lawrence & Methuen. | — | — | — | — | — | — |

| | | | | | | |
|----|---|------------|-----------|------------|------------|------------|
| 46 | Lawrence & Reading, | 33,738 01 | 95 01 | 33,833 02 | 33,833 02 | 33,833 02 |
| 47 | Leominster & Clinton, ⁷ | 40,234 81 | 437 38 | 40,672 19 | 40,672 19 | 40,672 19 |
| 48 | Lexington & Boston, | 111,609 36 | 4,669 10 | 116,278 46 | 116,278 46 | 116,278 46 |
| 49 | Linwood, | 9,993 69 | - | 9,993 69 | 9,993 69 | 9,993 69 |
| 50 | Lowell & Boston, ⁸ | 2,823 65 | 88 98 | 2,912 63 | 2,912 63 | 2,912 63 |
| 51 | Lowell, Lawrence & Haverhill, ⁹ | 494,718 80 | 5,086 68 | 500,335 88 | 500,335 88 | 500,335 88 |
| 52 | Lowell & Suburban, ¹⁰ | 69,205 31 | 1,148 72 | 70,382 35 | 70,382 35 | 70,382 35 |
| 53 | Marlborough, | 41,350 86 | 17,772 16 | 59,103 02 | 59,103 02 | 59,103 02 |
| 54 | Marlborough & Westborough, ¹¹ | 20,652 00 | 37 28 | 20,689 28 | 20,689 28 | 21,339 28 |
| 55 | Martha's Vineyard, | 1,087 10 | - | 1,087 10 | 1,087 10 | 1,087 10 |
| 56 | Medfield & Medway, | 23,705 20 | 30 00 | 23,735 20 | 23,735 20 | 23,735 20 |
| 57 | Middleboro, Wareham & Buz. Bay, ¹² | 3,562 50 | - | 3,562 50 | 3,562 50 | 3,562 50 |
| 58 | Middleton & Danvers, ¹³ | 1,532 37 | - | 1,532 37 | 1,532 37 | 1,532 37 |
| 59 | Milford, Attleboro' & Woonsocket, | 74,141 42 | 1,323 04 | 75,464 46 | 75,464 46 | 75,464 46 |
| 60 | Milford, Holliston & Framingham, | 117,779 35 | 249 96 | 118,029 31 | 118,029 31 | 118,029 31 |
| 61 | Milford & Uxbridge, | - | - | - | - | - |
| 62 | Mt. Tom (Northampton), ¹⁴ | - | - | - | 6,000 00 | 6,030 28 |
| 63 | Natick & Cochituate, ¹⁵ | 71,449 55 | 448 29 | 72,224 57 | 72,224 57 | 72,224 57 |
| 64 | Natick & Needham, ¹⁶ | 4,664 25 | - | 4,664 25 | 500 00 | 5,164 25 |
| 65 | New Bedford & Onset, ¹⁶ | 6,940 05 | 705 74 | 7,645 79 | - | 7,645 79 |
| 66 | Newton, | 124,595 75 | 5,119 11 | 129,750 86 | - | 129,750 86 |
| 67 | Newton & Boston, ¹⁷ | 63,520 52 | 1,391 72 | 64,912 24 | - | 64,912 24 |
| 68 | Newtonville & Watertown, ¹⁷ | - | - | - | - | - |
| 69 | Norfolk Western (Dedham, etc.), | 25,391 40 | 30 00 | 25,421 40 | 7,752 94 | 7,752 94 |
| 70 | Northampton, | 130,430 54 | 1,389 35 | 133,428 53 | - | 133,428 53 |

¹ Leased to and operated by the Boston & Northern.

² Operation to June 12, 1901, when consolidated with the New Bedford & Onset.

³ Operation to October 17, 1900, when consolidated with the Leominster & Clinton.

⁴ Operated by the Marlboro.

⁵ Operation to January 19, 1901, when consolidated with the Brockton.

⁶ Commenced operation September 1, 1901.

⁷ Operation to March 1, 1901, when consolidated with the Worcester Consolidated.

⁸ Commenced operation July 11, 1901.

⁹ Operation to May 6, 1901, when consolidated with the Lynn & Boston.

¹⁰ Operation to November 21, 1900, when consolidated with the Lowell, Lawrence & Haverhill.

¹¹ Commenced operation May 1, 1901.

¹² Commenced operation August 8, 1901.

¹³ Commenced operation June 10, 1901.

¹⁴ Leased to and operated by the Holyoke.

¹⁵ Leased to the South Middlesex from July 1, 1901.

¹⁶ Commenced operation August 5, 1901.

¹⁷ Tracks used by the Newton & Boston.

Tabulated Statements from Reports of Street Railway Companies — Continued.

| INCOME FOR THE YEAR ENDING SEPTEMBER 30, 1901 — Concluded. | | | | | | | | |
|--|--|-----------------------------|---|--|--|--|----------------------------------|------------------------|
| RAILWAY COMPANIES. | | 22. — From Pas- sengers. | 23. — From Mails and Merchandise. | 24. — From Tolls, Rents, Ad- vertising, etc. | 25. — Total Earnings from Operation. | 26. — Rentals from Lease of Railway. | 27. — Miscel- laneous Income. | 28. — Gross Income. |
| 71 | Northampton & Amherst, | \$43,317 40 | \$142 21 | \$50 00 | \$43,509 61 | — | — | \$43,509 61 |
| 72 | North End (Worcester), ¹ | — | — | — | — | \$8,000 00 | — | 8,000 00 |
| 73 | North Woburn, ² | 27,802 95 | — | 131 51 | 27,934 46 | — | — | 27,934 46 |
| 74 | Norton & Taunton, | 50,745 26 | — | 595 48 | 51,340 74 | — | — | 51,340 74 |
| 75 | Norwood, Canton & Sharon, ³ | 924 75 | — | 289 48 | 1,214 23 | — | — | 1,214 23 |
| 76 | Old Colony (Brockton, etc.), | 1,853,027 34 | 3,680 39 | 30,523 12 | 1,887,230 85 | — | \$44,866 83 | 1,932,097 68 |
| 77 | Orange & Irving, | — | — | — | — | — | — | — |
| 78 | Pembroke, ⁴ | — | — | — | — | 1,200 00 | — | 1,200 00 |
| 79 | Phillipston, ⁵ | — | — | — | — | — | 173 97 | 87,071 42 |
| 80 | Pittsfield Electric, | 86,662 45 | — | 235 00 | 86,897 45 | — | — | — |
| 81 | Plum Island Electric (Newbury, etc.), ⁶ | 79 50 | — | — | 79 50 | — | — | 79 50 |
| 82 | Plymouth & Kingston, ⁷ | 3,865 00 | — | — | 3,865 00 | — | — | 3,865 00 |
| 83 | Plymouth & Sandwich, | 5,793 30 | — | 25 00 | 5,818 30 | — | — | 5,818 30 |
| 84 | Providence & Fall River, ⁸ | 16,573 87 | — | 372 10 | 16,945 97 | — | — | 16,945 97 |
| 85 | Reading, Wakefield & Lynnfield, | — | — | — | — | — | — | — |
| 86 | Shelburne Falls & Colrain, | 7,223 76 | 6,065 61 | — | 13,289 37 | — | — | 13,289 37 |
| 87 | Somerville, ⁹ | — | — | — | — | 9,180 00 | — | 9,180 00 |
| 88 | Southbridge & Sturbridge, | 27,213 60 | 815 84 | 209 95 | 28,239 39 | — | 90 00 | 28,329 39 |
| 89 | South Middlesex (Natick, etc.), ¹⁰ | 68,955 35 | 218 00 | 249 96 | 69,423 31 | — | — | 69,423 31 |
| 90 | So. Shore & Boston (Hingham, etc.), ¹⁰ | 31,178 97 | 287 68 | 318 52 | 31,785 17 | — | — | 31,785 17 |
| 91 | Springfield, | 748,279 58 | — | 5,530 12 | 753,809 70 | — | — | 753,809 70 |
| 92 | Springfield & Eastern, | 64,952 29 | 150 00 | 210 75 | 65,313 04 | — | 6,855 88 | 72,168 92 |
| 93 | Stoughton & Randolph, | — | — | — | — | — | — | — |
| 94 | Taunton, ¹¹ | 4,143 91 | — | 177 42 | 4,321 33 | — | — | 4,321 33 |
| 95 | Templeton, ¹² | 14,531 11 | 320 92 | 23 26 | 14,875 29 | — | — | 14,875 29 |

| | | | | | | | |
|-----|--|-----------------|-------------|--------------|-----------------|----------------|-----------------|
| 96 | Union (New Bedford, etc.), | 248,355 74 | 250 00 | 24,289 24 | 272,894 98 | - | 272,894 98 |
| 97 | Uxbridge & Blackstone, | - | - | - | - | - | - |
| 98 | Waltham, | - | - | - | - | - | - |
| 99 | Warren, Brookfield & Spencer, | 60,661 27 | - | 602 50 | 61,263 77 | - | 61,263 77 |
| 100 | Webster & Dudley, | 21,397 85 | - | 754 88 | 22,152 73 | - | 23,193 03 |
| | | | | | | 1,040 30 | |
| 101 | Wellesley & Boston, | 59,157 21 | - | 1,652 54 | 60,809 75 | - | 60,809 75 |
| 102 | Westborough & Hopkinton, | - | - | - | - | - | - |
| 103 | Westborough & Worcester, | - | - | - | - | - | - |
| 104 | West End (Boston, etc.), ⁹ | - | - | - | - | - | 1,155,450 00 |
| 105 | West Roxbury & Roslindale, ¹³ | 49,376 90 | - | 539 42 | 49,916 32 | - | 49,916 32 |
| 106 | Winnimmet (Chelsea), ¹⁴ | - | - | - | - | - | 3,000 00 |
| 107 | Woburn & Boston, ¹⁵ | 3,256 45 | - | - | 3,256 45 | - | 3,256 45 |
| 108 | Woonsocket (of Rhode Island), | 97,094 23 | 357 92 | 240 00 | 97,692 15 | - | 97,692 15 |
| 109 | Worcester & Blackstone Valley, | 32,219 20 | - | - | 32,219 20 | - | 32,229 20 |
| 110 | Worcester & Clinton, ¹⁶ | 1,743 45 | - | 18 87 | 1,762 32 | - | 1,762 32 |
| 111 | Worcester Consolidated, | 1,023,082 92 | 2,028 99 | 6,123 41 | 1,031,235 32 | - | 1,031,235 32 |
| 112 | Worcester & Marlborough, ¹⁷ | 23,347 52 | 250 00 | 137 83 | 23,734 85 | - | 23,734 85 |
| 113 | Worcester, Rochdale & Charlton Depot, | - | - | - | - | - | - |
| 114 | Worcester & Shrewsbury R.R., ¹ | - | - | - | - | - | - |
| 115 | Worcester & Shrewsbury St. Ry., ¹ | - | - | - | - | - | - |
| | | | | | | 113 93 | 3,863 93 |
| | | | | | | - | 1,000 00 |
| 116 | Worcester & Southbridge, | - | - | - | - | - | - |
| 117 | Worcester & Suburban, ¹⁷ | 62,167 82 | 200 84 | 687 15 | 63,055 81 | - | 63,055 81 |
| 118 | Worcester & Webster, | 55,875 56 | 288 35 | 215 65 | 56,379 56 | - | 56,362 90 |
| 119 | Woronoco (Westfield, etc.), | 59,696 25 | - | 391 65 | 60,087 90 | - | 61,090 45 |
| | Totals, | \$21,339,480 21 | \$51,897 18 | \$374,963 13 | \$21,766,340 52 | \$1,236,823 86 | \$23,179,304 20 |

¹ Leased to and operated by the Worcester Consolidated.

³ Commenced operation September 1, 1901. ⁴ Operated by the Brockton & Plymouth; no income reported. ⁵ Operated by the Templeton.

⁶ Operation to October 8, 1900, when consolidated with the Citizens'.

⁷ Operation to November 1, 1900, when consolidated with the Brockton & Plymouth.

⁸ Commenced operation June 5, 1901.

⁹ Leased to and operated by the Boston Elevated.

¹⁰ Operation to November 21, 1900, when consolidated with the Brockton.

¹¹ Operation to November 12, 1900, when consolidated with the Globe.

¹² Operation to December 22, 1900, when consolidated with the Brockton.

¹³ Commenced operation June 18, 1901. Operation to September 20, 1901, when consolidated with the Lexington & Boston.

¹⁴ Leased to and operated by the Boston & Northern.

¹⁵ Operation to October 17, 1900, when consolidated with the Leominster & Clinton. ¹⁷ Operation to March 1, 1901, when consolidated with the Worcester Consolidated.

Tabulated Statements from Reports of Street Railway Companies — Continued.

| | | EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1901. | | | | | | |
|--------------------|---|--|---|------------------------|---------------------|-----------------------------------|-----------------------------------|--|
| RAILWAY COMPANIES. | | 29.—Salaries of Officers and Clerks. | 30.—Office Expenses and Supplies. | 31.—Legal Expenses. | 32.—Insur- ance. | 33.—Other General Expenses. | 34.—Total General Expenses. | 35.—Repair of Roadbed and Track. |
| 1 | Amesbury & Hampton, | - | \$106 14 | - | - | - | - | - |
| 2 | Amherst & Sunderland, | \$969 10 | 766 59 | - | \$248 06 | \$59 35 | \$1,382 65 | \$180 59 |
| 3 | Athol & Orange, . . . | 1,596 00 | - | - | 1,827 25 | 3,044 22 | 7,234 06 | 1,015 21 |
| 4 | Berkshire, | - | - | - | - | - | - | - |
| 5 | Beverly & Danvers, . . | 10 51 | 4 00 | - | 245 06 | 129 95 | 389 52 | 10 13 |
| 6 | Blue Hill (Canton, etc.), | - | - | - | - | - | - | - |
| 7 | Boston & Chelsea, . . | 3,424 54 | 379 14 | \$357 17 | 419 55 | 133 32 | 4,713 72 | 1,381 38 |
| 8 | Boston Elevated, . . . | - | - | - | - | - | - | - |
| 9 | Boston & Northern (Lynn, etc.), | 202,111 48 | 73,215 18 | 190,853 72 | 77,678 59 | 154,187 06 | 698,046 03 | 625,439 77 |
| 10 | Boston & Revere Electric, | 54,328 54 | 9,416 52 | 23,374 95 | 149,100 09 | 37,272 70 | 273,492 80 | 99,475 16 |
| 11 | Bristol County, | - | - | - | - | - | - | - |
| 12 | Brockton & Plymouth, | 267 83 | 369 89 | 201 60 | 312 00 | - | 1,151 32 | - |
| 13 | Citizen's Electric (Newburyport, etc.), | 7,146 63 | 3,498 86 | 423 85 | 1,423 90 | 688 28 | 13,181 52 | 1,357 24 |
| 14 | Clinton & Hudson, . . | 3,106 14 | 277 04 | - | 1,063 12 | 2,672 82 | 7,119 12 | 1,770 23 |
| 15 | Commonwealth Avenue (Newton), | 14 21 | - | - | 19 00 | - | 33 21 | 44 20 |
| 16 | Concord & Boston, . . . | 7,872 73 | 942 36 | 421 63 | 705 94 | 770 80 | 10,713 46 | 3,078 54 |
| 17 | Concord & Clinton, . . | - | - | - | - | - | - | - |
| 18 | Concord, Maynard & Hudson, | - | - | - | - | - | - | - |
| 19 | Conway Electric, . . . | 125 00 | 232 55 | - | - | - | 125 00 | - |
| 20 | Cottage City & Edgartown Traction, | 416 48 | 524 28 | - | 68 40 | - | 649 03 | 409 37 |
| 21 | Dartmouth & Westport, . | - | - | - | - | - | - | - |
| 22 | East Middlesex (Malden, etc.), | 3,380 52 | 297 78 | 150 00 | 6,663 73 | 415 58 | 10,907 61 | 3,504 17 |
| 23 | Easton, | - | - | - | - | - | - | - |
| 24 | East Taunton, | - | - | - | - | - | - | - |
| 25 | East Wareham, Onset Bay & P. I., | 660 00 | 25 93 | 30 00 | 206 18 | 173 35 | 1,096 46 | 951 59 |
| | | - | 301 40 | - | - | - | 301 40 | - |

| | | | | | | | | |
|----|---|-----------|----------|----------|-----------|----------|-----------|-----------|
| 26 | Essex County, | 7,983 90 | 3,630 75 | 217 50 | 7,606 15 | 157 35 | 19,581 65 | 3,797 69 |
| 27 | Fitchburg & Leominster, | 20 29 | - | - | 44 00 | - | 64 29 | - |
| 28 | Fitchburg & Suburban, | 3,589 83 | 1,102 42 | - | 312 00 | 44 16 | 44 16 | 407 84 |
| 29 | Framingham, Southboro' & Marlboro', | 1,895 61 | 895 37 | 390 26 | 1,323 30 | 318 94 | 4,823 48 | 4,053 40 |
| 30 | Framingham Union, | 1,257 59 | 679 93 | - | 870 26 | 3,148 56 | 5,956 34 | 902 82 |
| 31 | Gardner, Westminster & Fitchburg, | 3,509 50 | 506 12 | 400 00 | 11,061 33 | 2,163 85 | 17,640 80 | 4,015 27 |
| 32 | Georgetown, Rowley & Ipswich, | - | - | - | - | - | - | - |
| 33 | Globe (Fall River), | - | - | - | - | - | - | - |
| 34 | Gloucester & Rockport, | - | - | - | - | - | - | - |
| 35 | Greenfield & Deerfield, | - | - | - | - | - | - | - |
| 36 | Greenfield & Turner's Falls, | 2,571 96 | 160 41 | - | 2,155 45 | 384 32 | 5,272 14 | 3,132 46 |
| 37 | Hampshire & Worcester, | 3,881 06 | 262 77 | - | 1,284 00 | 3,242 56 | 8,670 39 | 3,122 04 |
| 38 | Haverhill & Amesbury, | - | - | - | - | - | - | - |
| 39 | Haverhill & Andover, | 1,693 94 | 490 23 | - | 129 46 | 1,052 95 | 3,366 58 | 547 32 |
| 40 | Haverhill, Georgetown & Danvers, | - | - | - | - | - | - | - |
| 41 | Haverhill & Southern New Hampshire, | 8,320 00 | 1,256 91 | - | 3,768 76 | 1,652 39 | 15,008 06 | 19,989 23 |
| 42 | Holyoke, | 3,315 00 | 1,725 00 | 110 00 | 5,999 45 | - | 11,149 45 | 7,508 70 |
| 43 | Hoosac Valley (North Adams, etc.), | 11,750 00 | 382 94 | 610 24 | 1,461 36 | 1,151 12 | 15,355 66 | 8,981 67 |
| 44 | Interstate Consolidated (of R. I.), | - | - | - | - | - | - | - |
| 45 | Lawrence & Methuen, | - | - | - | - | - | - | - |
| 46 | Lawrence & Reading, | 1,421 00 | 341 29 | 395 65 | 3,416 81 | 931 15 | 6,505 90 | 1,940 45 |
| 47 | Leominster & Clinton, | 2,245 12 | 374 29 | 511 62 | 1,530 00 | 880 82 | 5,541 85 | 3,259 66 |
| 48 | Lexington & Boston, | 7,987 66 | 5,747 63 | 100 00 | 995 51 | 2,887 89 | 17,688 69 | 2,833 63 |
| 49 | Linwood, | 1,100 00 | 130 60 | 506 75 | - | - | 1,737 35 | - |
| 50 | Lowell & Boston, | 33 86 | 21 46 | - | - | - | 55 32 | 77 00 |
| 51 | Lowell, Lawrence & Haverhill, | 13,278 75 | 1,656 52 | 2,304 65 | 33,851 22 | 7,536 33 | 58,627 47 | 13,916 80 |
| 52 | Lowell & Suburban, | 1,980 91 | 130 23 | - | 4,783 85 | 3,350 78 | 10,245 77 | 2,697 57 |
| 53 | Marlborough, | 2,588 83 | 244 81 | - | 912 00 | 650 41 | 4,396 05 | 2,942 84 |
| 54 | Marlborough & Westborough, | 777 66 | 499 72 | 653 02 | 127 79 | 120 96 | 2,179 15 | 21 40 |
| 55 | Martha's Vineyard, | - | - | - | - | - | - | - |

Tabulated Statements from Reports of Street Railway Companies — Continued.

EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1901 — Continued.

| RAILWAY COMPANIES. | | 29.—Salaries of Officers and Clerks. | 30.—Office Expenses and Supplies. | 31.—Legal Expenses. | 32.—Insur- ance. | 33.—Other General Expenses. | 34.—Total General Expenses. | 35.—Repair of Roadbed and Track. |
|--------------------|---|--|---|------------------------|---------------------|-----------------------------------|-----------------------------------|--|
| 56 | Medfield & Medway, | \$606 21 | \$178 45 | \$118 21 | - | \$480 44 | \$1,383 31 | \$808 90 |
| 57 | Middleboro', Wareham & Bnz. Bay, | 75 00 | 7 00 | 35 00 | - | - | 117 00 | - |
| 58 | Middleton & Danvers, | 125 00 | 16 90 | - | \$60 00 | 72 85 | 274 75 | 4 87 |
| 59 | Milford, Attleborough & Woonsocket, | 780 00 | - | - | 3,948 20 | - | 4,728 20 | 1,798 70 |
| 60 | Milford, Holliston & Frammingham, | 4,821 91 | 287 06 | 639 69 | 1,080 00 | 2,141 83 | 8,970 49 | 18,037 83 |
| 61 | Milford & Uxbridge, | - | - | - | - | - | - | - |
| 62 | Mt. Tom (Northampton), | - | - | - | 324 00 | - | - | - |
| 63 | Natick & Cohituate, | 4,512 46 | 743 46 | - | 80 00 | 39 40 | 5,579 92 | 10,175 75 |
| 64 | Natick & Needham, | 447 00 | 59 31 | - | 302 49 | - | 625 71 | 154 38 |
| 65 | New Bedford & Onset, | - | - | - | - | - | 302 49 | - |
| 66 | Newton, | 7,125 04 | 925 77 | 350 00 | 988 82 | 4,051 78 | 13,441 41 | 3,878 57 |
| 67 | Newton & Boston, | 7,417 75 | 2,617 79 | 405 10 | 1,498 50 | - | 11,939 14 | 4,846 65 |
| 68 | Newtonville & Watertown, | - | - | - | - | - | - | - |
| 69 | Norfolk Western (Dedham, etc.), | 698 51 | 242 39 | 235 50 | 247 70 | 1,088 72 | 2,512 82 | 693 67 |
| 70 | Northampton, | 5,324 94 | 1,435 60 | 452 73 | 1,416 71 | 203 71 | 8,833 69 | 9,108 64 |
| 71 | Northampton & Amherst, | 1,450 92 | 281 78 | 460 89 | 581 99 | 1,336 42 | 4,112 00 | 2,281 58 |
| 72 | North End (Worcester), | - | - | - | - | - | - | - |
| 73 | North Woburn, | 87 08 | 17 50 | 769 50 | 1,852 78 | 224 26 | 2,951 12 | 105 61 |
| 74 | Norton & Taunton, | 1,752 81 | 47 68 | 584 15 | 708 75 | - | 3,093 39 | 1,441 85 |
| 75 | Norwood, Canton & Sharon, | 91 67 | 113 75 | - | 42 00 | - | 247 42 | - |
| 76 | Old Colony (Brockton, etc.), | 37,370 31 | 8,107 80 | 7,685 16 | 111,056 75 | 26,856 17 | 191,076 19 | 51,265 34 |
| 77 | Orange & Erving, | - | - | - | - | - | - | - |
| 78 | Pembroke, | - | - | - | - | - | - | - |
| 79 | Phillipston, | - | - | - | - | - | - | - |
| 80 | Pittsfield Electric, | 3,850 00 | 468 99 | 2,030 96 | 4,735 85 | 533 34 | 11,619 14 | 11,156 28 |

Tabulated Statements from Reports of Street Railway Companies — Continued.

| EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1901 — Continued. | | | | | | | | |
|--|---|--|-------------------------------------|-----------------------|------------------|-------------------------------|-------------------------------|------------------------------------|
| RAILWAY COMPANIES. | | 29. — Salaries of Officers and Clerks. | 30. — Office Expenses and Supplies. | 31. — Legal Expenses. | 32. — Insurance. | 33. — Other General Expenses. | 34. — Total General Expenses. | 35. — Repair of Roadbed and Track. |
| 111 | Worcester Consolidated, . . . | \$34,851 98 | \$4,390 93 | \$2,637 00 | \$11,171 99 | \$8,978 63 | \$62,030 53 | \$40,535 84 |
| 112 | Worcester & Marlborough, . . . | 1,412 51 | 77 80 | 200 00 | 375 00 | 561 43 | 2,626 74 | 167 79 |
| 113 | Worcester, Rochdale & Charlton Depot, . . . | - | - | - | - | - | - | - |
| 114 | Worcester & Shrewsbury R.R., . . . | - | - | - | - | - | - | - |
| 115 | Worcester & Shrewsbury St. Ry., . . . | - | - | - | - | - | - | - |
| 116 | Worcester & Southbridge, . . . | - | - | - | - | - | - | - |
| 117 | Worcester & Suburban, . . . | 2,455 79 | 910 41 | 817 22 | 762 96 | 624 89 | 5,571 27 | 1,411 20 |
| 118 | Worcester & Webster, . . . | 2,589 50 | 691 77 | 1,006 38 | 3,309 52 | 2,524 23 | 10,121 40 | 4,786 78 |
| 119 | Woronoco (Westfield, etc.), . . . | 2,535 00 | 534 42 | 570 45 | 1,494 06 | 94 67 | 5,228 60 | 1,695 76 |
| Totals, | | \$547,935 02 | \$141,175 49 | \$245,001 44 | \$510,717 76 | \$297,187 95 | \$1,742,017 66 | \$1,080,959 55 |

Tabulated Statements from Reports of Street Railway Companies — Continued.

EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1901 — Continued.

| RAILWAY COMPANIES. | | 36. — Repair of Electric Line System. | 37. — Removing Snow and Ice. | 38. — Repair of Buildings. | 39. — Total Repairs of Roadway and Buildings. | 40. — Re- pair of Cars and Vehicles. | 41. — Repair of Electric Car Equipment. | 42. — Renewal of Horses, Harnesses, etc. |
|--------------------|---|---|---------------------------------|-------------------------------|--|--|---|--|
| 1 | Amesbury & Hampton, | - | \$65 48 | \$454 70 | \$720 37 | \$358 71 | \$269 42 | - |
| 2 | Amherst & Sunderland, | \$19 60 | 205 60 | - | 1,533 77 | 1,174 78 | 1,233 14 | - |
| 3 | Athol & Orange, | 312 96 | - | - | - | - | - | - |
| 4 | Berkshire, | - | 36 96 | - | 52 42 | 13 64 | 19 65 | - |
| 5 | Beverly & Danvers, | 5 33 | - | - | - | - | - | - |
| 6 | Blue Hill (Canton, etc.), | 320 46 | 18 56 | 24 30 | 1,744 70 | 1,061 18 | 1,428 56 | - |
| 7 | Boston & Chelsea, | - | - | - | - | - | - | - |
| 8 | Boston Elevated, | 150,176 41 | 45,209 36 | 56,690 70 | 877,516 24 | 427,452 69 | 269,074 53 | \$5,350 01 |
| 9 | Boston & Northern (Lynn, etc.), | 27,606 27 | 7,026 82 | 10,997 79 | 145,106 04 | 51,836 23 | 72,396 10 | 1,292 93 |
| 10 | Boston & Revere Electric, | - | - | - | - | - | - | - |
| 11 | Bristol County, | 310 80 | - | - | 310 80 | - | 225 82 | - |
| 12 | Brockton & Plymouth, | 701 11 | 77 75 | 1,108 55 | 3,244 65 | 5,624 00 | 3,898 96 | - |
| 13 | Citizen's Electric (Newburyport, etc.), | 861 46 | 754 81 | 630 44 | 4,016 94 | 3,008 54 | 2,269 94 | - |
| 14 | Clinton & Hudson, | 27 20 | - | - | 71 40 | 73 22 | 71 00 | - |
| 15 | Commonwealth Avenue (Newton), | 768 76 | 287 30 | 639 57 | 4,774 17 | 3,166 92 | 1,519 03 | 121 78 |
| 16 | Concord & Boston, | - | - | - | - | - | - | - |
| 17 | Concord & Clinton, | - | - | - | - | - | - | - |
| 18 | Concord, Maynard & Hudson, | - | - | - | - | - | - | - |
| 19 | Conway Electric, | - | - | - | 409 37 | 253 63 | 665 42 | - |
| 20 | Cottage City & Edgartown Traction, | - | - | - | - | 222 77 | - | - |

Tabulated Statements from Reports of Street Railway Companies—Continued.

| RAILWAY COMPANIES. | | EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1901—Continued. | | | | | | |
|--------------------|---------------------------------------|--|-------------------------------|-----------------------------|--|--|---|--|
| | | 36.—Repair of Electric Line System. | 37.—Removing Snow and Ice. | 38.—Repair of Buildings. | 39.—Total Repairs of Roadway and Buildings. | 40.—Re- pair of Cars and Vehicles. | 41.—Repair of Electric Car Equipment. | 42.—Renewal of Horses, Harnesses, etc. |
| 21 | Dartmouth & Westport, . . . | \$342 73 | \$14 94 | — | \$3,861 84 | \$3,225 25 | \$1,877 52 | — |
| 22 | East Middlesex (Malden, etc.), . . | — | — | — | — | — | — | — |
| 23 | Easton, . . . | — | — | — | — | — | — | — |
| 24 | East Taunton, . . . | 69 56 | 101 78 | \$66 73 | 1,189 66 | 384 97 | 298 74 | — |
| 25 | East Wareham, Onset Bay & P. I., . | — | — | — | — | 19 06 | — | \$108 17 |
| 26 | Essex County, . . . | — | — | — | — | — | — | — |
| 27 | Fitchburg & Leominster, . . . | 1,851 18 | 885 43 | 939 89 | 7,474 19 | 9,763 29 | 6,145 99 | — |
| 28 | Fitchburg & Suburban, . . . | — | — | 17 15 | 17 15 | 151 75 | 157 60 | — |
| 29 | Frammingham, Southboro' & Marlboro', | — | — | — | — | — | — | — |
| 30 | Frammingham Union, . . . | 501 07 | 131 78 | 39 03 | 1,079 72 | 364 85 | 244 40 | — |
| 31 | Gardner, Westminster & Fitchburg, . | 37 86 | 568 57 | 73 71 | 4,733 54 | 1,654 96 | 1,251 67 | — |
| 32 | Georgetown, Rowley & Ipswich, . . | 50 26 | 694 11 | 10 67 | 1,657 86 | 553 85 | 208 89 | — |
| 33 | Globe (Fall River), . . . | 3,033 83 | 34 33 | 492 13 | 7,575 56 | 5,635 68 | 3,885 36 | 79 71 |
| 34 | Gloucester & Rockport, . . . | — | — | — | — | — | — | — |
| 35 | Greenfield & Deerfield, . . . | — | — | — | — | — | — | — |
| 36 | Greenfield & Turner's Falls, . . . | 119 86 | 386 95 | 102 20 | 3,741 47 | 1,884 06 | 954 09 | — |
| 37 | Hampshire & Worcester, . . . | — | — | — | — | — | — | — |
| 38 | Haverhill & Amesbury, . . . | 869 20 | 677 89 | 344 31 | 5,013 44 | 3,618 69 | 3,965 88 | — |
| 39 | Haverhill & Andover, . . . | — | — | — | — | — | — | — |
| 40 | Haverhill, Georgetown & Danvers, . | 160 37 | 146 37 | — | 854 06 | 260 09 | 35 74 | — |
| 41 | Haverhill & Southern New Hampshire, | — | — | — | — | — | — | — |
| 42 | Holyoke, . . . | 7,264 92 | 3,264 03 | 1,980 84 | 32,499 02 | 16,173 52 | 8,002 75 | — |
| 43 | Hoosac Valley (North Adams, etc.), . | 584 66 | 1,269 96 | 3,035 53 | 12,398 85 | 4,526 25 | 2,829 83 | — |
| 44 | Interstate Consolidated (of R. I.), . | 4,206 59 | 168 09 | 878 15 | 14,234 50 | 6,781 51 | 4,125 08 | — |
| 45 | Lawrence & Methuen, . . . | — | — | — | — | — | — | — |

| | | | | | | | | |
|----|---|----------|----------|----------|-----------|-----------|-----------|--------|
| 46 | Lawrence & Reading, | 220 44 | 136 35 | 116 88 | 2,414 12 | 1,229 69 | 854 42 | - |
| 47 | Leominster & Clinton, | 433 46 | 1,369 98 | 634 72 | 5,697 82 | 2,167 46 | 2,399 96 | - |
| 48 | Lexington & Boston, | 687 45 | 1,514 58 | 116 37 | 5,152 03 | 5,545 73 | 2,577 71 | - |
| 49 | Linwood, | - | - | - | - | 218 59 | - | - |
| 50 | Lowell & Boston, | - | - | - | 77 00 | 33 73 | 10 42 | - |
| 51 | Lowell, Lawrence & Haverhill, | 4,457 31 | - | 1,326 51 | 19,700 62 | 17,789 55 | 15,781 59 | 354 34 |
| 52 | Lowell & Suburban, | 1,413 57 | 2 50 | 509 65 | 4,623 29 | 2,025 49 | 2,550 87 | 502 84 |
| 53 | Marlborough, | 669 71 | 263 15 | - | 3,875 70 | 1,023 76 | 449 28 | - |
| 54 | Marlborough & Westborough, | 91 24 | - | 42 15 | 154 79 | 550 86 | 462 35 | - |
| 55 | Martha's Vineyard, | - | - | - | - | - | - | - |
| 56 | Medfield & Medway, | 100 52 | 609 10 | - | 1,518 52 | 251 82 | 421 50 | - |
| 57 | Middleboro', Wareham & Buz. Bay, | - | - | - | - | - | - | - |
| 58 | Middleton & Danvers, | - | - | - | 4 87 | - | - | - |
| 59 | Milford, Attleborough & Woonsocket, | 68 50 | 468 00 | 190 52 | 2,525 72 | 3,353 20 | 2,333 93 | - |
| 60 | Milford, Holliston & Framingham, | 1,415 04 | 560 85 | 543 48 | 20,557 20 | 4,605 86 | 3,652 30 | - |
| 61 | Milford & Uxbridge, | - | - | - | - | - | - | - |
| 62 | Mt. Tom (Northampton), | - | - | - | - | - | - | - |
| 63 | Natick & Cohituate, | 1,307 00 | 165 00 | - | 11,647 75 | 4,070 86 | 2,730 28 | - |
| 64 | Natick & Needham, | 83 10 | 152 20 | - | 389 68 | 79 63 | 78 25 | - |
| 65 | New Bedford & Onset, | - | - | - | - | 128 85 | 44 19 | - |
| 66 | Newton, | 1,655 92 | 442 87 | 433 36 | 6,410 72 | 5,726 48 | 3,552 52 | - |
| 67 | Newton & Boston, | 5,591 58 | 264 70 | 1,064 04 | 11,766 97 | 5,925 00 | 5,494 52 | 402 32 |
| 68 | Newtonville & Watertown, | - | - | - | - | - | - | - |
| 69 | Norfolk Western (Dedham, etc.), | 418 94 | 520 94 | 15 81 | 1,649 36 | 977 70 | 1,017 43 | 67 18 |
| 70 | Northampton, | 1,422 82 | 1,610 49 | 696 40 | 12,838 35 | 6,395 02 | 5,604 80 | - |
| 71 | Northampton & Amherst, | 411 85 | 157 01 | 147 13 | 2,997 57 | 4,824 99 | 1,065 07 | - |
| 72 | North End (Worcester), | - | - | - | - | - | - | - |
| 73 | North Woburn, | 55 51 | 244 50 | 3 12 | 408 74 | 576 22 | 729 41 | 83 78 |
| 74 | Norton & Taunton, | 378 39 | 240 74 | 41 36 | 2,102 34 | 1,634 32 | 3,147 28 | - |
| 75 | Norwood, Canton & Sharon, | - | - | - | - | - | - | - |

Tabulated Statements from Reports of Street Railway Companies — Continued.

| | | EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1901 — Continued. | | | | | | |
|--------------------|---|--|---------------------------------|-------------------------------|--|--|---|--|
| RAILWAY COMPANIES. | | 36. — Repair of Electric Line System. | 37. — Removing Snow and Ice. | 38. — Repair of Buildings. | 39. — Total Repairs of Roadway and Buildings. | 40. — Re- pair of Cars and Vehicles. | 41. — Repair of Electric Car Equipment. | 42. — Renewal of Horses, Harnesses, etc. |
| 76 | Old Colony (Brockton, etc.), . . . | \$27,426 07 | - | \$3,512 41 | \$82,203 82 | \$78,966 32 | \$62,093 92 | \$476 27 |
| 77 | Orange & Irving, . . . | - | - | - | - | - | - | - |
| 78 | Pembroke, . . . | - | - | - | - | - | - | - |
| 79 | Phillipston, . . . | - | - | - | - | - | - | - |
| 80 | Pittsfield Electric, . . . | 2,479 87 | \$1,035 65 | 144 59 | 14,816 39 | 2,398 64 | 3,201 33 | 204 59 |
| 81 | Plum Island Electric (Newbury, etc.), . . . | - | - | - | - | - | - | - |
| 82 | Plymouth & Kingston, . . . | 31 21 | - | 3 46 | 3 46 | - | - | - |
| 83 | Plymouth & Sandwich, . . . | 17 40 | 94 02 | 8 50 | 217 00 | 100 26 | 193 25 | - |
| 84 | Providence & Fall River, . . . | - | - | - | 193 22 | 57 03 | 55 08 | - |
| 85 | Reading, Wakefield & Lynnfield, . . . | - | - | - | 22 16 | 217 37 | - | - |
| 86 | Shelburne Falls & Colrain, . . . | 124 73 | 51 20 | 70 | 740 50 | 460 40 | 222 68 | - |
| 87 | Somerville, . . . | - | - | - | - | - | - | - |
| 88 | Southbridge & Sturbridge, . . . | 43 03 | 190 08 | 86 42 | 920 05 | 910 07 | 1,222 39 | - |
| 89 | South Middlesex (Natick, etc.), . . . | 1,143 47 | 785 76 | 18 06 | 7,673 65 | 2,991 41 | 4,587 23 | - |
| 90 | So. Shore & Boston (Hingham, etc.), . . . | 1,107 96 | - | 274 98 | 2,887 69 | 1,513 44 | 2,672 77 | - |
| 91 | Springfield, . . . | 10,183 95 | 6,611 08 | 2,696 89 | 80,438 41 | 34,815 24 | 24,058 23 | 895 30 |
| 92 | Springfield & Eastern, . . . | 133 88 | 615 91 | 572 32 | 3,392 16 | 2,538 16 | 861 89 | 18 42 |
| 93 | Stoughton & Randolph, . . . | - | - | - | 199 90 | 190 50 | 61 66 | 1 25 |
| 94 | Taunton, . . . | 52 50 | - | 55 61 | 1,409 26 | 1,604 42 | 121 17 | - |
| 95 | Templeton, . . . | 22 10 | - | - | - | - | - | - |
| 96 | Union (New Bedford, etc.), . . . | 3,422 25 | 56 84 | 3,156 34 | 14,236 23 | 14,254 12 | 5,991 61 | 250 80 |
| 97 | Uxbridge & Blackstone, . . . | - | - | - | - | - | - | - |
| 98 | Waltham, . . . | - | - | - | - | - | - | - |
| 99 | Warren, Brookfield & Spencer, . . . | 473 99 | 833 57 | 54 23 | 3,812 49 | 1,563 57 | 1,622 88 | - |
| 100 | Webster & Dudley, . . . | 127 35 | 215 61 | 16 75 | 576 19 | 256 61 | 318 76 | - |

| | | | | | | | | |
|-----|---|--------------|-------------|--------------|----------------|--------------|--------------|-------------|
| 101 | Wellesley & Boston, | 241 27 | 447 21 | 187 85 | 1,656 71 | 3,245 73 | 2,130 79 | - |
| 102 | Westborough & Hopkinton, | - | - | - | - | - | - | - |
| 103 | Westborough & Worcester, | - | - | - | - | - | - | - |
| 104 | West End (Boston, etc.), | - | - | - | - | - | - | - |
| 105 | West Roxbury & Roslindale, | 851 08 | 24 10 | 126 63 | 2,862 44 | 1,751 80 | 876 90 | 3 85 |
| 106 | Winnisimmet (Chelsea), | - | - | - | - | - | - | - |
| 107 | Woburn & Boston, | - | - | - | - | - | - | - |
| 108 | Woonsocket (of Rhode Island), | 44 08 | 516 00 | 246 85 | 4,430 91 | 3,362 50 | 2,646 69 | 41 65 |
| 109 | Worcester & Blackstone Valley, | 214 40 | 375 34 | 156 90 | 4,859 92 | 1,680 98 | 1,508 95 | - |
| 110 | Worcester & Clinton, | 5 60 | - | - | 24 60 | 238 61 | 169 10 | - |
| 111 | Worcester Consolidated, | 15,895 44 | 3,287 16 | 4,046 06 | 63,764 50 | 60,497 36 | 55,008 02 | 657 02 |
| 112 | Worcester & Marlborough, | 184 76 | 864 62 | 25 97 | 1,243 14 | 1,165 33 | 350 62 | - |
| 113 | Worcester, Rochdale & Charlton Depot, | - | - | - | - | - | - | - |
| 114 | Worcester & Shrewsbury R.R., | - | - | - | - | - | - | - |
| 115 | Worcester & Shrewsbury St. Ry., | - | - | - | - | - | - | - |
| 116 | Worcester & Southbridge, | - | - | - | - | - | - | - |
| 117 | Worcester & Suburban, | 673 11 | 1,259 06 | 778 41 | 4,121 78 | 2,984 35 | 1,429 81 | - |
| 118 | Worcester & Webster, | 19 19 | 619 28 | 280 05 | 5,705 30 | 5,505 65 | 2,396 58 | - |
| 119 | Woronoco (Westfield, etc.), | 507 80 | 233 40 | 423 92 | 2,800 88 | 4,618 38 | 1,983 32 | - |
| | Totals, | \$286,510 59 | \$88,865 72 | \$101,281 79 | \$1,557,617 65 | \$846,217 15 | \$617,788 72 | \$10,912 21 |

Tabulated Statements from Reports of Street Railway Companies — Continued.

| | | EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1901 — Continued. | | | | | | |
|--------------------|---|--|---------------------------------------|--------------------------------------|---------------------------|-----------------------------|----------------------------------|--------------------------------|
| RAILWAY COMPANIES. | | 43. — Provender and Stabling for Horses. | 44. — Total Maintenance of Equipment. | 45. — Cost of Electric Motive Power. | 46. — Wages of Employees. | 47. — Damages for Injuries. | 48. — Tolls for Trackage Rights. | 49. — Rents of Buildings, etc. |
| 1 | Anesbury & Hampton, | — | \$628 13 | \$4,000 99 | \$4,200 60 | — | — | \$15 00 |
| 2 | Amherst & Sunderland, | — | 2,407 92 | 4,416 22 | 6,936 49 | 466 38 | — | — |
| 3 | Athol & Orange, . . . | — | — | — | — | — | — | — |
| 4 | Berkshire, . . . | — | 33 29 | 551 18 | 1,297 53 | — | \$273 36 | — |
| 5 | Beverly & Danvers, . . | — | — | — | — | — | — | — |
| 6 | Blue Hill (Canton, etc.), | — | 2,489 74 | 8,263 64 | 6,704 88 | 11 50 | — | — |
| 7 | Boston & Chelsea, . . | — | — | — | — | — | — | — |
| 8 | Boston Elevated, . . . | \$7,458 23 | 709,335 46 | 639,180 21 | 3,583,366 35 | 550,466 86 | 9,540 54 | 44,854 58 |
| 9 | Boston & Northern (Lynn, etc.), | 6,892 10 | 132,417 36 | 242,484 95 | 657,632 99 | 56,302 17 | 42,548 02 | 12,901 80 |
| 10 | Boston & Revere Electric, | — | — | — | — | — | — | — |
| 11 | Bristol County, . . . | — | 225 82 | 2,080 00 | 3,761 14 | — | 460 36 | — |
| 12 | Brockton & Plymouth, | — | 9,522 96 | 16,353 12 | 18,689 51 | 934 83 | — | — |
| 13 | Citizen's Electric (Newburyport, etc.), | — | 5,278 48 | 11,785 11 | 22,392 19 | 605 75 | 157 19 | — |
| 14 | Clinton & Hudson, . . | — | 144 22 | 280 41 | — | 351 00 | — | — |
| 15 | Commonwealth Avenue (Newton), | 138 64 | 4,946 37 | 13,108 57 | 18,514 68 | 225 27 | — | 909 43 |
| 16 | Concord & Boston, . . | — | — | 345 71 | 361 41 | — | 82 82 | — |
| 17 | Concord & Clinton, | — | — | — | — | — | — | — |
| 18 | Concord, Maynard & Hudson, | 4 50 | 4 50 | — | 741 81 | — | — | — |
| 19 | Conway Electric, . . . | — | 919 05 | 1,994 72 | 2,296 94 | — | — | 19 00 |
| 20 | Cottage City & Edgartown Traction, | — | 222 77 | 1,100 00 | 1,747 48 | 4 00 | — | — |
| 21 | Dartmouth & Westport, | — | 5,102 77 | — | 14,595 79 | 3,703 95 | 39,048 88 | — |
| 22 | East Middlesex (Malden, etc.), | — | — | — | — | — | — | — |
| 23 | Easton, . . . | — | — | — | — | — | — | — |
| 24 | East Taunton, . . . | — | 683 71 | 4,908 34 | 5,745 38 | 1,038 38 | 633 08 | 2,322 22 |
| 25 | East Wareham, Onset Bay & P. I., | 603 71 | 730 94 | — | 699 05 | 85 00 | — | 25 00 |

| | | | | | | | | |
|----|---|----------|-----------|-----------|------------|-----------|----------|----------|
| 26 | Essex County, | 1,274 40 | 17,183 68 | 23,279 00 | 47,044 48 | - | - | 834 44 |
| 27 | Fitchburg & Leominster, | - | 309 35 | 360 31 | - | 492 70 | - | - |
| 28 | Fitchburg & Suburban, | - | - | - | - | - | - | - |
| 29 | Framingham, Southboro' & Marlboro', | - | 609 25 | 4,893 79 | 9,068 22 | 564 07 | - | - |
| 30 | Framingham Union, | - | - | - | - | - | - | - |
| 31 | Gardner, Westminster & Fitchburg, | - | 2,906 63 | 10,354 86 | 17,881 40 | 1,561 23 | 223 42 | 548 44 |
| 32 | Georgetown, Rowley & Ipswich, | 355 47 | 762 74 | 3,701 22 | 11,024 25 | 888 10 | 100 77 | 586 67 |
| 33 | Globe (Fall River), | - | 9,956 22 | 14,827 56 | 39,711 87 | 6,770 58 | - | - |
| 34 | Gloucester & Rockport, | - | - | - | - | - | - | - |
| 35 | Greenfield & Deerfield, | - | - | - | - | - | - | - |
| 36 | Greenfield & Turner's Falls, | - | 2,838 15 | 4,227 19 | 8,239 73 | 63 78 | - | - |
| 37 | Hampshire & Worcester, | - | - | 517 50 | 321 95 | - | - | - |
| 38 | Haverhill & Amesbury, | - | 7,584 57 | 21,194 10 | 26,521 55 | 85 60 | 349 05 | - |
| 39 | Haverhill & Andover, | - | - | - | - | - | - | - |
| 40 | Haverhill, Georgetown & Danvers, | - | 295 83 | 6,717 31 | 5,819 41 | 139 00 | 451 81 | 334 01 |
| 41 | Haverhill & Southern New Hampshire, | - | - | - | - | - | - | - |
| 42 | Holyoke, | - | 24,176 27 | 31,854 16 | 87,101 18 | 9,742 36 | - | - |
| 43 | Hoosac Valley (North Adams, etc.), | - | 7,356 08 | 20,336 89 | 19,503 63 | 309 98 | - | - |
| 44 | Interstate Consolidated (of E. I.), | - | 10,906 59 | 35,603 20 | 38,772 03 | 2,285 58 | - | 660 00 |
| 45 | Lawrence & Methuen, | - | - | - | - | - | - | - |
| 46 | Lawrence & Reading, | - | 2,084 11 | 13,243 97 | 8,014 35 | 11 30 | - | - |
| 47 | Leominster & Clinton, | - | 4,567 42 | 9,284 97 | 13,585 49 | 3,250 12 | 416 40 | 923 24 |
| 48 | Lexington & Boston, | 269 20 | 8,392 64 | 16,634 11 | 26,437 07 | 2,794 38 | 964 41 | - |
| 49 | Linwood, | - | 218 59 | 1,606 46 | 3,320 25 | - | 1,164 78 | 300 00 |
| 50 | Lowell & Boston, | - | 44 15 | 1,300 07 | 806 91 | - | 71 59 | - |
| 51 | Lowell, Lawrence & Haverhill, | 2,028 59 | 35,954 07 | 56,007 86 | 128,084 49 | 11,556 14 | 88 16 | 3,793 77 |
| 52 | Lowell & Suburban, | - | 5,079 20 | 7,320 00 | 19,482 17 | 321 65 | - | 467 49 |
| 53 | Marlborough, | - | 1,473 04 | 9,581 48 | 17,869 35 | 1,220 42 | - | - |
| 54 | Marlborough & Westborough, | - | 1,013 21 | 8,693 07 | 4,153 56 | 17 50 | - | - |
| 55 | Martha's Vineyard, | - | - | 374 40 | 513 17 | - | - | - |

Tabulated Statements from Reports of Street Railway Companies — Continued.

| EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1901 — Continued. | | | | | | | | | |
|--|--------------------------------------|--|---|--|------------------------------|--------------------------------|-------------------------------------|-----------------------------------|---------|
| RAILWAY COMPANIES. | | 43. — Provender and Stabling for Horses. | 44. — Total Maintenance of Equipment. | 45. — Cost of Electric Motive Power. | 46. — Wages of Employees. | 47. — Damages for Injuries. | 48. — Tolls for Trackage Rights. | 49. — Rents of Buildings, etc. | |
| | | | | | | | | | |
| 56 | Medfield & Medway, | — | \$673 32 | \$6,210 92 | \$8,869 43 | \$25 75 | — | — | — |
| 57 | Middleboro', Wareham & Buz. Bay, . | — | — | 467 24 | 908 87 | — | — | — | — |
| 58 | Middleton & Danvers, | — | — | 305 78 | 780 20 | — | — | — | — |
| 59 | Milford, Attleboro' & Woonsocket, . | — | 5,687 13 | 11,205 50 | 23,011 30 | 40 00 | \$62 61 | — | — |
| 60 | Milford, Holliston & Framingham, . | — | 8,258 16 | 14,809 75 | 28,511 95 | 2,861 30 | — | — | — |
| 61 | Milford & Uxbridge, | — | — | — | — | — | — | — | — |
| 62 | Mt. Tom (Northampton), | — | — | — | — | — | — | — | — |
| 63 | Natick & Cohituate, | — | 6,801 14 | 13,684 56 | 18,642 75 | 2,211 29 | — | — | — |
| 64 | Natick & Needham, | — | 157 88 | 2,084 92 | 3,598 00 | 218 36 | — | — | — |
| 65 | New Bedford & Onset, | — | 173 04 | 1,149 90 | 1,304 56 | — | — | — | — |
| 66 | Newton, | \$330 58 | 9,609 58 | 16,745 46 | 34,164 94 | 4,205 49 | 3,339 71 | — | — |
| 67 | Newton & Boston, | 200 14 | 12,021 98 | 25,827 33 | 21,640 29 | 3,680 55 | 4,344 16 | — | — |
| 68 | Newtonville & Watertown, | — | — | — | — | — | — | — | — |
| 69 | Norfolk Western (Dedham, etc.), . . | — | 2,062 31 | 6,656 27 | 7,346 92 | 557 50 | — | — | — |
| 70 | Northampton, | 391 76 | 12,391 58 | 13,350 52 | 39,624 17 | 1,057 32 | — | — | — |
| 71 | Northampton & Amherst, | — | 5,890 06 | 12,225 36 | 9,580 52 | 1,473 42 | — | — | \$75 00 |
| 72 | North End (Worcester), | — | — | — | — | — | — | — | — |
| 73 | North Woburn, | — | 1,389 41 | 4,314 56 | 5,350 39 | 688 00 | 278 32 | 10 00 | — |
| 74 | Norton & Taunton, | — | 4,781 60 | 11,478 51 | 14,831 88 | 164 40 | 1,469 40 | — | — |
| 75 | Norwood, Canton & Sharon, | — | — | 209 51 | 317 80 | — | — | — | — |
| 76 | Old Colony (Brockton, etc.), | 2,712 92 | 144,249 43 | 226,136 28 | 456,320 23 | 16,674 05 | 2,800 98 | 7,488 64 | — |
| 77 | Orange & Erving, | — | — | — | — | — | — | — | — |
| 78 | Pembroke, | — | — | — | — | — | — | — | — |
| 79 | Phillipston, | — | — | — | — | — | — | — | — |
| 80 | Pittsfield Electric, | 411 05 | 6,215 61 | 10,334 40 | 20,818 72 | 28 50 | — | — | 66 85 |

| | | | | | | | | | | |
|-----|---------------------------------------|--------|---|-----------|---|-----------|------------|---|----------|----------|
| 81 | Plum Island Electric (Newbury, etc.), | - | - | 293 51 | - | 872 31 | 118 46 | - | - | - |
| 82 | Plymouth & Kingston, | - | - | 112 11 | - | 1,820 95 | 1,019 66 | - | - | - |
| 83 | Plymouth & Sandwich, | - | - | 217 37 | - | 3,528 78 | 2,217 26 | - | - | - |
| 84 | Providence & Fall River, | - | - | - | - | - | 2,843 79 | - | - | - |
| 85 | Reading, Wakefield & Lynnfield, | - | - | - | - | - | - | - | - | - |
| 86 | Shelburne Falls & Colrain, | - | - | 688 08 | - | 1,138 72 | 2,178 71 | - | - | 7 50 |
| 87 | Somerville, | - | - | - | - | - | - | - | - | - |
| 88 | Southbridge & Sturbridge, | - | - | 2,132 46 | - | 5,906 56 | 10,112 00 | - | - | - |
| 89 | South Middlesex (Natick, etc.), | - | - | 7,578 64 | - | 9,334 60 | 17,101 62 | - | - | - |
| 90 | So. Shore & Boston (Hingham, etc.), | 154 22 | - | 4,340 43 | - | 5,491 96 | 8,615 48 | - | 541 43 | 29 08 |
| 91 | Springfield, | - | - | 59,768 77 | - | 83,791 12 | 242,706 44 | - | - | - |
| 92 | Springfield & Eastern, | - | - | 3,418 47 | - | 16,547 10 | 16,064 57 | - | - | 320 00 |
| 93 | Stoughton & Randolph, | - | - | 253 41 | - | 283 91 | 896 10 | - | - | - |
| 94 | Taunton, | - | - | 1,725 59 | - | 2,852 66 | 3,572 74 | - | - | 21 |
| 95 | Templeton, | - | - | - | - | - | - | - | - | - |
| 96 | Union (New Bedford, etc.), | 701 32 | - | 21,197 85 | - | 26,528 77 | 73,052 05 | - | 706 07 | - |
| 97 | Uxbridge & Blackstone, | - | - | - | - | - | - | - | - | - |
| 98 | Waltham, | - | - | 3,186 45 | - | 11,461 66 | 15,854 03 | - | - | - |
| 99 | Warren, Brookfield & Spencer, | - | - | 575 37 | - | 4,741 72 | 6,713 50 | - | - | - |
| 100 | Webster & Dudley, | - | - | - | - | - | - | - | - | - |
| 101 | Wellesley & Boston, | 180 98 | - | 5,557 50 | - | 7,776 85 | 12,524 80 | - | 1,209 12 | - |
| 102 | Westborough & Hopkinton, | - | - | - | - | - | - | - | - | - |
| 103 | Westborough & Worcester, | - | - | - | - | - | - | - | - | - |
| 104 | West End (Boston, etc.), | - | - | - | - | - | - | - | - | - |
| 105 | West Roxbury & Roslindale, | 21 44 | - | 2,653 99 | - | 7,730 74 | 14,794 70 | - | 915 18 | - |
| 106 | Winnisimmet (Chelsea), | - | - | - | - | - | - | - | - | - |
| 107 | Woburn & Boston, | - | - | - | - | - | - | - | - | - |
| 108 | Woonsocket (of Rhode Island), | 373 21 | - | 6,424 05 | - | 1,200 00 | 1,218 40 | - | 1,043 63 | 470 74 |
| 109 | Worcester & Blackstone Valley, | 113 10 | - | 3,303 03 | - | 6,459 08 | 7,681 05 | - | 276 55 | 1,500 00 |
| 110 | Worcester & Clinton, | - | - | 397 71 | - | 278 10 | 688 11 | - | - | - |

Tabulated Statements from Reports of Street Railway Companies — Continued.

| RAILWAY COMPANIES. | | EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1901 — Continued. | | | | | | |
|--------------------|---------------------------------------|--|---|--|----------------------------|------------------------------|-----------------------------------|---------------------------------|
| | | 43.—Provender and Stabling for Horses. | 44.—Total Maintenance of Equipment. | 45.—Cost of Electric Motive Power. | 46.—Wages of Employees. | 47.—Damages for Injuries. | 48.—Tolls for Trackage Rights. | 49.—Rents of Buildings, etc. |
| 111 | Worcester Consolidated, . . . | \$2,255 28 | \$118,417 68 | \$125,824 58 | \$234,563 46 | \$32,669 67 | \$1,969 03 | \$55,908 50 |
| 112 | Worcester & Marlborough, . . | — | 1,515 85 | 4,073 38 | 6,065 89 | 986 24 | 208 80 | — |
| 113 | Worcester, Rochdale & Charlton Depot, | — | — | — | — | — | — | — |
| 114 | Worcester & Shrewsbury R.R., . | — | — | — | — | — | — | — |
| 115 | Worcester & Shrewsbury St. Ry., | — | — | — | — | — | — | — |
| 116 | Worcester & Southbridge, . . | — | — | — | — | — | — | — |
| 117 | Worcester & Suburban, . . . | — | 4,364 16 | 10,502 07 | 13,396 62 | 2,150 50 | — | — |
| 118 | Worcester & Webster, . . . | 184 37 | 8,086 60 | 14,575 14 | 11,861 44 | 10 00 | 1,805 27 | — |
| 119 | Woronoco (Westfield, etc.), . | 159 34 | 6,761 04 | 10,406 28 | 19,307 50 | 845 19 | — | 259 75 |
| | Totals, | \$27,214 55 | \$1,502,132 63 | \$2,000,519 22 | \$6,335,205 43 | \$765,930 68 | \$115,309 54 | \$136,016 61 |

Tabulated Statements from Reports of Street Railway Companies — Continued.

| EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1901 — Continued. | | | | | | |
|--|---|--------------------------------------|--------------------------------------|---------------------------------|--|---|
| | RAILWAY COMPANIES. | | | | | |
| | | 50. — Other Transportation Expenses. | 51. — Total Transportation Expenses. | 52. — Total Operating Expenses. | 53. — Per Cent to Earnings from Operation. | 54. — Interest on Funded Debt. |
| | | | | | | 55. — Interest and Discount on Unfunded Debt. |
| | | | | | | 56. — Taxes. |
| 1 | Amesbury & Hampton, | - | - | - | - | - |
| 2 | Amherst & Sunderland, | \$243 46 | \$8,476 55 | \$11,207 70 | 76.20 | \$388 41 |
| 3 | Athol & Orange, | - | 11,819 09 | 22,994 84 | 63.52 | 1,941 64 |
| 4 | Berkshire, | - | - | - | - | - |
| 5 | Beverly & Danvers, | 240 67 | 2,362 74 | 2,837 97 | 77.14 | 26 29 |
| 6 | Blue Hill (Canton, etc.), | - | - | - | - | - |
| 7 | Boston & Chelsea, | 1,063 42 | 16,043 44 | 24,991 60 | 134.63 | 1,449 13 |
| 8 | Boston Elevated, | 224,291 04 | 5,051,699 58 | 7,336,597 31 | 67.98 | 895,067 90 |
| 9 | Boston & Northern (Lynn, etc.), | 38,997 21 | 1,050,867 14 | 1,601,883 34 | 58.39 | 168,124 79 |
| 10 | Boston & Revere Electric, | - | - | - | - | - |
| 11 | Bristol County, | - | 6,301 50 | 7,989 44 | 49.01 | 1,132 80 |
| 12 | Brockton & Plymouth, | 2,275 11 | 38,252 57 | 64,201 70 | 75.42 | 5,262 37 |
| 13 | Citizen's Electric (Newburyport, etc.), | 338 71 | 35,978 95 | 51,693 49 | 54.02 | 4,749 13 |
| 14 | Clinton & Hudson, | - | 631 41 | 880 24 | 99.82 | - |
| 15 | Commonwealth Avenue (Newton), | 3,907 20 | 36,665 15 | 57,099 15 | 67.17 | 6,375 06 |
| 16 | Concord & Boston, | - | 789 94 | 789 94 | 137.24 | - |
| 17 | Concord & Clinton, | - | - | - | - | - |
| 18 | Concord, Maynard & Hudson, | - | 741 81 | 871 31 | 33.29 | - |
| 19 | Conway Electric, | - | 4,310 66 | 6,238 11 | 63.65 | 489 86 |
| 20 | Cottage City & Edgartown Traction, | - | 2,851 48 | 3,666 93 | 93.28 | 456 63 |

Tabulated Statements from Reports of Street Railway Companies — Continued.

EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1901 — Continued.

| RAILWAY COMPANIES. | | 50. — Other Transportation Expenses. | 51. — Total Transportation Expenses. | 52. — Total Operating Expenses. | 53. — Per Cent to Earnings from Operation. | 54. — Interest on Funded Debt. | 55. — Interest and Discount on Unfunded Debt. | 56. — Taxes. |
|--------------------|---|--------------------------------------|--------------------------------------|---------------------------------|--|--------------------------------|---|--------------|
| 21 | Dartmouth & Westport, | \$663 62 | \$58,012 24 | \$77,884 46 | 65.15 | \$4,500 00 | - | \$6,073 64 |
| 22 | East Middlesex (Malden, etc.), | - | - | - | - | - | - | - |
| 23 | Easton, | - | - | - | - | - | - | - |
| 24 | East Taunton, | 1,164 18 | 15,811 58 | 18,781 41 | 66.68 | 2,437 50 | \$77 10 | 2,060 10 |
| 25 | East Wareham, Onset Bay & P. I., | - | 809 05 | 1,841 39 | 148.28 | - | 12 15 | 54 53 |
| 26 | Essex County, | - | - | - | - | - | - | - |
| 27 | Fitchburg & Leominster, | 5,987 93 | 77,145 85 | 121,385 37 | 67.59 | 11,900 00 | 3,301 89 | 9,479 02 |
| 28 | Fitchburg & Suburban, | - | 853 01 | 1,243 80 | 122.32 | - | 50 93 | 32 47 |
| 29 | Framingham, Southboro' & Marlboro', | 16,914 86 | 16,914 86 | 16,959 02 | 68.66 | 3,000 00 | 1,245 47 | - |
| 30 | Framingham Union, | 63 67 | 14,594 75 | 22,085 69 | 60.35 | 2,425 00 | 3,089 74 | 1,283 19 |
| 31 | Gardner, Westminster & Fitchburg, | 1,617 55 | 31,415 04 | 43,878 69 | 81.05 | 7,500 00 | 3,071 06 | 2,515 39 |
| 32 | Georgetown, Rowley & Ipswich, | 146 85 | 16,532 28 | 24,909 22 | 65.57 | 9,000 00 | 3,077 32 | 2,916 81 |
| 33 | Globe (Fall River), | 3,147 23 | 65,144 68 | 100,317 26 | 63.28 | 33,402 78 | 3,685 72 | 3,672 80 |
| 34 | Gloucester & Rockport, | - | - | - | - | - | - | - |
| 35 | Greenfield & Deerfield, | - | - | - | - | - | - | - |
| 36 | Greenfield & Turner's Falls, | 2,822 15 | 15,352 85 | 27,204 61 | 60.64 | 4,600 00 | 1,093 46 | 2,388 03 |
| 37 | Hampshire & Worcester, | - | 839 45 | 839 45 | 51.26 | - | - | 242 70 |
| 38 | Haverhill & Amesbury, | 696 97 | 48,847 27 | 70,115 67 | 60.24 | 26,500 00 | 7,901 51 | 2,113 99 |
| 39 | Haverhill & Andover, | - | - | - | - | - | - | - |
| 40 | Haverhill, Georgetown & Danvers, | - | 13,461 54 | 17,978 01 | 66.58 | 1,750 00 | 1,157 51 | 1,955 95 |
| 41 | Haverhill & Southern New Hampshire, | - | - | - | - | - | - | - |
| 42 | Holyoke, | 3,812 72 | 132,510 42 | 204,193 77 | 68.95 | 16,750 00 | 1,809 64 | 24,067 09 |
| 43 | Hoosac Valley (North Adams, etc.), | 1,584 68 | 41,735 18 | 72,639 56 | 74.94 | 5,000 00 | 2,594 22 | 4,256 90 |
| 44 | Interstate Consolidated (of R. I.), | 1,458 15 | 78,778 96 | 119,275 71 | 68.46 | 6,000 00 | 7,800 00 | 10,183 78 |
| 45 | Lawrence & Methuen, | - | - | - | - | - | - | - |

| | | | | | | | | |
|----|---|-----------|------------|------------|--------|-----------|----------|-----------|
| 46 | Lawrence & Reading, | 513 52 | 21,783 14 | 32,787 27 | 96.91 | - | - | 1,748 03 |
| 47 | Leominster & Clinton, | - | 27,460 22 | 43,267 31 | 106.38 | 6,336 45 | 4,013 39 | 4,983 20 |
| 48 | Lexington & Boston, | 2,000 48 | 48,830 45 | 80,063 81 | 68.86 | 13,500 00 | 5,469 59 | 4,460 96 |
| 49 | Linwood, | 593 50 | 6,984 99 | 8,940 93 | 89.47 | - | - | 394 03 |
| 50 | Lowell & Boston, | 56 79 | 2,235 36 | 2,411 83 | 82.81 | - | - | - |
| 51 | Lowell, Lawrence & Haverhill, | 14,240 76 | 213,771 18 | 298,053 34 | 65.57 | 63,879 13 | 5,096 48 | 23,193 94 |
| 52 | Lowell & Suburban, | 2,002 01 | 29,593 32 | 49,541 58 | 70.39 | 7,083 35 | 1,061 68 | 3,581 54 |
| 53 | Marlborough, | 6,089 92 | 34,761 17 | 44,505 96 | 75.27 | 4,020 00 | 3,600 16 | 2,946 53 |
| 54 | Marlborough & Westborough, | 397 77 | 8,261 90 | 11,609 05 | 56.11 | 2,000 00 | 2,285 23 | - |
| 55 | Martha's Vineyard, | - | 887 57 | 887 57 | 81.65 | - | 135 00 | 9 69 |
| 56 | Medfield & Medway, | 760 67 | 15,866 77 | 19,441 92 | 81.91 | 5,000 00 | 1,657 63 | 227 08 |
| 57 | Middleboro', Wareham & Buz. Bay, | - | 1,376 11 | 1,493 11 | 41.91 | - | - | - |
| 58 | Middleton & Danvers, | 205 84 | 1,291 82 | 1,571 44 | 102.55 | - | - | 92 63 |
| 59 | Milford, Attleborough & Woonsocket, | 2,696 96 | 37,016 37 | 49,957 42 | 66.20 | 10,368 06 | 4,333 23 | 4,333 23 |
| 60 | Milford, Holliston & Framingham, | 1,440 87 | 47,623 87 | 85,409 72 | 72.36 | 8,250 00 | 1,637 13 | 7,558 01 |
| 61 | Milford & Uxbridge, | - | - | - | - | - | - | - |
| 62 | Mt. Tom (Northampton), | - | - | - | - | - | - | - |
| 63 | Natick & Cohituate, | - | 34,538 60 | 58,567 41 | 81.09 | - | 2,423 62 | 2,907 25 |
| 64 | Natick & Needham, | 25 49 | 5,926 77 | 7,100 04 | 153.15 | 882 64 | - | 46 64 |
| 65 | New Bedford & Onset, | 222 85 | 2,677 31 | 3,162 84 | 41.24 | - | - | 3,106 01 |
| 66 | Newton, | 945 93 | 59,401 53 | 88,863 24 | 68.49 | 6,750 00 | 7,760 90 | 6,602 36 |
| 67 | Newton & Boston, | 1,369 23 | 56,861 56 | 92,589 65 | 142.64 | 8,125 00 | 6,863 43 | 3,694 93 |
| 68 | Newtonville & Waretown, | - | - | 21,976 95 | 86.45 | - | 2,592 79 | 625 25 |
| 69 | Norfolk Western (Dedham, etc.), | 1,191 77 | 15,752 46 | 18,095 63 | 66.02 | 5,000 00 | 3,553 08 | 840 72 |
| 70 | Northampton, | - | 54,032 01 | 88,095 63 | 66.02 | 8,250 00 | 625 00 | 9,395 63 |
| 71 | Northampton & Amherst, | 1,377 30 | 24,731 60 | 37,731 23 | 86.72 | 3,928 47 | - | 1,540 58 |
| 72 | North End (Worcester), | - | - | - | - | 3,750 00 | - | - |
| 73 | North Woburn, | 550 36 | 11,191 63 | 15,940 90 | 57.07 | - | 3,133 07 | 713 56 |
| 74 | Norton & Taunton, | 2,921 23 | 30,865 42 | 40,842 75 | 79.55 | 14,800 00 | 449 14 | 1,528 45 |
| 75 | Norwood, Canton & Sharon, | 42 19 | 569 50 | 816 92 | 67.28 | - | - | 1,020 79 |

| | | | | | | | | |
|-----|---|--------------|----------------|-----------------|-------|----------------|--------------|----------------|
| 101 | Wellesley & Boston, | 249 27 | 25,125 05 | 47,373 90 | 77.91 | 131 90 | - | 3,925 61 |
| 102 | Westborough & Hopkinton, | - | - | - | - | - | - | - |
| 103 | Westborough & Worcester, | - | - | - | - | - | - | - |
| 104 | West End (Boston, etc.), | - | - | - | - | - | - | - |
| 105 | West Roxbury & Roslindale, | 1,178 85 | 25,004 72 | 35,977 99 | 72.08 | 3,144 46 | 649 24 | 1,910 11 |
| 106 | Winnisimmet (Chelsea), | - | - | - | - | - | - | - |
| 107 | Woburn & Boston, | - | 2,418 40 | 2,668 40 | 81.94 | - | - | - |
| 108 | Woonsocket (of Rhode Island), | 495 88 | 45,892 91 | 66,114 65 | 67.68 | 9,250 01 | 12,205 82 | 3,174 90 |
| 109 | Worcester & Blackstone Valley, | - | 15,916 68 | 27,758 47 | 86.16 | - | - | 994 80 |
| 110 | Worcester & Clinton, | - | 966 21 | 1,493 39 | 84.74 | 267 75 | 108 61 | 136 53 |
| 111 | Worcester Consolidated, | 5,912 71 | 456,847 95 | 701,060 66 | 67.98 | 52,262 50 | 36,140 43 | 51,965 91 |
| 112 | Worcester & Marlborough, | 88 64 | 11,422 95 | 16,808 68 | 70.82 | 4,166 65 | - | 2,145 00 |
| 113 | Worcester, Rochdale & Charlton Depot, | - | - | - | - | - | - | - |
| 114 | Worcester & Shrewsbury R.R., | - | - | - | - | 1,100 00 | - | - |
| 115 | Worcester & Shrewsbury St. Ry., | - | - | - | - | - | - | - |
| 116 | Worcester & Southbridge, | - | - | - | - | - | - | - |
| 117 | Worcester & Suburban, | 1,799 37 | 27,848 56 | 41,905 77 | 66.46 | 4,166 65 | 11,458 66 | 7,140 42 |
| 118 | Worcester & Webster, | - | 28,251 85 | 52,165 15 | 92.52 | 7,500 00 | 8,216 89 | 2,038 77 |
| 119 | Woronoco (Westfield, etc.), | 189 12 | 31,007 84 | 45,858 36 | 76.32 | 3,750 00 | 838 68 | 2,379 45 |
| | Totals, | \$410,391 71 | \$9,763,373 19 | \$14,565,141 13 | 66.92 | \$1,602,829 05 | \$290,838 70 | \$1,555,786 79 |

Tabulated Statements from Reports of Street Railway Companies — Continued.

EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1901 — Continued.

| RAILWAY COMPANIES. | | 57. — Rentals of Leased Rail- ways. | 58. — Pay- ments to Sinking Funds, etc. | 59. — Other Deductions from Income. | 60. — Total Charges on In- come. | 61. — Dividends Declared. | 62. — Per- centage of Divi- dend Declared. | 63. — Gross Expenditures. |
|--------------------|---|---|---|---|--|------------------------------|--|------------------------------|
| 1 | Amesbury & Hampton, | - | - | - | \$2,500 00 | - | - | \$2,500 00 |
| 2 | Amherst & Sunderland, | - | - | - | 1,847 58 | \$380 00 | 4 1 | 13,985 28 |
| 3 | Athol & Orange, . . . | - | - | - | 4,941 64 | 5,380 00 | 8 2 | 33,316 48 |
| 4 | Berkshire, . . . | - | - | - | - | - | - | - |
| 5 | Beverly & Danvers, . . | - | - | - | 886 29 | - | - | 3,724 26 |
| 6 | Blue Hill (Canton, etc.), | - | - | - | 4,856 57 | - | - | 29,848 17 |
| 7 | Boston & Chelsea, . . | - | - | - | - | 7,260 00 | 6 | 7,260 00 |
| 8 | Boston Elevated, . . . | - | - | \$148,611 38 | 2,896,359 95 | 575,000 00 | 5.75 | 10,807,957 26 |
| 9 | Boston & Northern (Lynn, etc.), | \$1,157,130 00 | \$120,000 00 | 46,593 79 | 739,091 78 | 374,220 00 | 10 3 | 2,715,195 12 |
| 10 | Boston & Revere Electric, | 100,996 04 | - | - | - | 2,500 00 | 5 | 2,500 00 |
| 11 | Bristol County, . . . | - | - | - | 2,632 80 | - | - | 10,622 24 |
| 12 | Brockton & Plymouth, | - | - | - | 18,936 47 | - | - | 83,138 17 |
| 13 | Citizen's Electric (Newburyport, etc.), | - | - | 6,997 13 | 22,632 92 | 19,200 00 | 8 4 | 93,526 41 |
| 14 | Clinton & Hudson, . . | - | - | - | 87 36 | - | - | 967 60 |
| 15 | Commonwealth Avenue (Newton), | - | - | - | 10,259 23 | 17,496 00 | 6 6 | 84,854 38 |
| 16 | Concord & Boston, | - | - | - | - | - | - | 789 94 |
| 17 | Concord & Clinton, | - | - | - | - | - | - | - |
| 18 | Concord, Maynard & Hudson, | - | - | - | - | - | - | 871 31 |
| 19 | Conway Electric, . . . | - | - | - | 3,702 88 | - | - | 9,990 99 |
| 20 | Cottage City & Edgartown Traction, | - | - | - | 456 63 | - | - | 4,123 56 |
| 21 | Dartmouth & Westport, | - | 1,500 00 | 1,940 44 | 14,014 08 | 12,000 00 | 8 | 103,898 54 |
| 22 | East Middlesex (Malden, etc.), | - | - | - | - | 23,816 00 | 8 | 23,816 00 |
| 23 | Easton, . . . | - | - | - | - | - | - | - |
| 24 | East Taunton, | - | - | - | 4,574 70 | - | - | 23,356 11 |
| 25 | East Wareham, Onset Bay & P. I., | - | - | - | 66 68 | - | - | 1,908 07 |

| | | | | | | | | | | |
|----|---|---|---|---|-----------|-----------|---|-----------|----------------|------------|
| 26 | Essex County, | - | - | - | 19,986 32 | 44,667 23 | - | - | 8 | 194,052 60 |
| 27 | Fitchburg & Leominster, | - | - | - | - | 83 40 | - | 28,000 00 | - | 1,327 20 |
| 28 | Fitchburg & Suburban, | - | - | - | - | 4,245 47 | - | - | - | 21,204 49 |
| 29 | Framingham, Southboro' & Marlboro', | - | - | - | 35 00 | 6,832 93 | - | 1,500 00 | 5 | 30,418 62 |
| 30 | Framingham Union, | - | - | - | - | - | - | - | - | - |
| 31 | Gardner, Westminster & Fitchburg, | - | - | - | 1,366 73 | 14,453 18 | - | - | - | 58,331 87 |
| 32 | Georgetown, Rowley & Ipswich, | - | - | - | - | 14,994 13 | - | - | - | 39,903 35 |
| 33 | Globe (Fall River), | - | - | - | 447 33 | 41,208 63 | - | 27,450 00 | 3 ^a | 168,975 89 |
| 34 | Gloucester & Rockport, | - | - | - | - | - | - | 1,800 00 | 6 | 1,800 00 |
| 35 | Greenfield & Deerfield, | - | - | - | - | - | - | - | - | - |
| 36 | Greenfield & Turner's Falls, | - | - | - | - | 8,081 49 | - | 6,930 00 | 6 | 42,216 10 |
| 37 | Hampshire & Worcester, | - | - | - | - | 242 70 | - | - | - | 1,082 15 |
| 38 | Haverhill & Amesbury, | - | - | - | 8,878 21 | 45,393 71 | - | - | - | 115,509 38 |
| 39 | Haverhill & Andover, | - | - | - | - | - | - | - | - | - |
| 40 | Haverhill, Georgetown & Danvers, | - | - | - | - | 4,863 46 | - | 3,600 00 | 6 | 27,441 47 |
| 41 | Haverhill & Southern New Hampshire, | - | - | - | - | - | - | - | - | - |
| 42 | Holyoke, | - | - | - | 2,436 91 | 51,063 64 | - | 48,000 00 | 8 ⁷ | 303,257 41 |
| 43 | Hoosac Valley (North Adams, etc.), | - | - | - | 6,839 90 | 18,691 02 | - | 6,000 00 | 6 | 97,330 58 |
| 44 | Interstate Consolidated (of R. I.), | - | - | - | - | 23,983 78 | - | - | - | 143,259 49 |
| 45 | Lawrence & Methuen, | - | - | - | - | - | - | - | - | - |
| 46 | Lawrence & Reading, | - | - | - | - | 1,748 03 | - | - | - | 34,535 30 |
| 47 | Leominster & Clinton, | - | - | - | - | 15,333 04 | - | - | - | 58,600 35 |
| 48 | Lexington & Boston, | - | - | - | - | 23,430 55 | - | 12,000 00 | 6 ^a | 115,494 36 |
| 49 | Linwood, | - | - | - | - | 394 03 | - | 960 00 | 8 | 9,294 96 |
| 50 | Lowell & Boston, | - | - | - | - | - | - | - | - | 2,411 83 |

¹ On \$22,000 of capital stock.

² Four per cent on \$60,000, and four per cent on \$74,500 of capital stock.

³ Four per cent on \$2,271,000, three per cent on \$3,223,000, and three per cent on \$6,123,000 of capital stock.

⁴ Six per cent for year ending September 30, 1900, and two per cent for year ending September 30, 1901.

⁵ Three per cent on \$915,000 of capital stock.

⁶ Four per cent on \$250,000, and two per cent on \$100,000 of capital stock.

⁷ Four per cent on \$500,000, and four per cent on \$700,000 of capital stock.

⁸ Six per cent on \$291,600 of capital stock.

Tabulated Statements from Reports of Street Railway Companies — Continued.

| | | EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1901 — Continued. | | | | | | |
|--------------------|---------------------------------------|--|---|---|--|------------------------------|--|------------------------------|
| RAILWAY COMPANIES. | | 57. — Rentals of Leased Rail- ways. | 58. — Pay- ments to Sinking Funds, etc. | 59. — Other Deductions from Income. | 60. — Total Charges on In- come. | 61. — Dividends Declared. | 62. — Per- centage of Divi- dend Declared. | 63. — Gross Expenditures. |
| 51 | Lowell, Lawrence & Haverhill, . . . | \$8,975 00 | — | \$1,685 82 | \$102,830 37 | \$108,000 00 | 4 1 | \$538,883 71 |
| 52 | Lowell & Suburban, . . . | 3,275 00 | \$5,000 00 | 214 55 | 20,216 12 | 42,000 00 | 3.5 | 111,757 70 |
| 53 | Marlborough, . . . | — | — | 70 00 | 10,636 69 | — | — | 55,142 65 |
| 54 | Marlborough & Westborough, . . . | — | — | 1,111 96 | 5,397 19 | — | — | 17,006 24 |
| 55 | Martha's Vineyard, . . . | — | — | 21 70 | 166 39 | — | — | 1,053 96 |
| 56 | Medfield & Medway, . . . | — | — | — | 6,884 71 | — | — | 26,326 63 |
| 57 | Middleboro', Wareham & Buz. Bay, . . | — | — | — | — | — | — | 1,493 11 |
| 58 | Middleton & Danvers, . . . | — | — | — | 92 63 | — | — | 1,664 07 |
| 59 | Milford, Attleborough & Woonsocket, . | — | — | 2,399 18 | 17,100 47 | — | — | 67,057 89 |
| 60 | Milford, Holliston & Framingham, . . | — | — | 1,206 30 | 18,651 44 | 17,640 00 | 7 | 121,701 16 |
| 61 | Milford & Uxbridge, . . . | — | — | — | — | — | — | — |
| 62 | Mt. Tom (Northampton), . . . | — | — | — | — | 6,000 00 | 6 | 6,000 00 |
| 63 | Natick & Cohituate, . . . | — | — | — | 5,330 87 | 8,000 00 | 8 | 71,898 28 |
| 64 | Natick & Needham, . . . | — | — | — | 929 28 | — | — | 8,029 32 |
| 65 | New Bedford & Onset, . . . | — | — | — | 3,106 01 | — | — | 6,258 85 |
| 66 | Newton, . . . | — | — | — | 21,113 26 | 16,800 00 | 6.5 and 3 2 | 126,776 50 |
| 67 | Newton & Boston, . . . | — | — | — | 18,683 36 | — | — | 111,273 01 |
| 68 | Newtonville & Watertown, . . . | — | — | — | 3,639 95 | 3,600 00 | 7.2 | 7,239 95 |
| 69 | Norfolk Western (Dedham, etc.), . . . | — | — | 421 91 | 9,393 80 | — | — | 31,370 75 |
| 70 | Northampton, . . . | — | — | — | 18,270 63 | 24,000 00 | 8 | 130,366 26 |
| 71 | Northampton & Amherst, . . . | — | — | — | 5,469 05 | — | — | 43,200 28 |
| 72 | North End (Worcester), . . . | — | — | 60 00 | 3,810 00 | 4,125 00 | 3.75 | 7,935 00 |
| 73 | North Woburn, . . . | — | — | — | 3,846 63 | — | — | 19,787 53 |
| 74 | Norton & Taunton, . . . | — | — | — | 16,777 59 | — | — | 57,620 34 |
| 75 | Norwood, Canton & Sharon, . . . | — | — | — | 1,020 79 | — | — | 1,837 71 |

| | | 11,980 00 | - | 43,420 54 | 409,072 87 | 439,158 00 | 10 ³ | 2,010,323 53 |
|-----|---------------------------------------|-----------|----------|-----------|------------|--------------|----------------------|--------------|
| 76 | Old Colony (Brockton, etc.), | - | - | - | - | - | - | - |
| 77 | Orange & Erving, | - | - | - | - | - | - | - |
| 78 | Pembroke, | - | - | - | 997 41 | - | - | 997 41 |
| 79 | Phillipston, | - | - | 300 85 | 7,073 71 | - | 6 ⁴ | 78,098 41 |
| 80 | Pittsfield Electric, | - | - | - | - | 4,800 00 | - | - |
| 81 | Plum Island Electric (Newbury, etc.), | - | - | - | - | - | - | 672 63 |
| 82 | Plymouth & Kingston, | - | - | - | 488 33 | - | - | 3,415 85 |
| 83 | Plymouth & Sandwich, | - | - | - | 368 92 | - | - | 5,180 97 |
| 84 | Providence & Fall River, | - | - | - | 2,344 08 | - | - | 10,778 81 |
| 85 | Reading, Wakefield & Lynnfield, | - | - | - | - | - | - | - |
| 86 | Shelburne Falls & Colrain, | - | - | - | 3,626 11 | - | - | 11,847 37 |
| 87 | Somerville, | - | - | - | - | 9,180 00 | 6 | 9,180 00 |
| 88 | Southbridge & Sturbridge, | - | - | - | 5,001 51 | - | - | 26,273 68 |
| 89 | South Middlesex (Natick, etc.), | 1,727 56 | 2,000 00 | - | 17,210 62 | 5,000 00 | 5 | 77,784 16 |
| 90 | So. Shore & Boston (Hingham, etc.), | - | - | - | 5,742 91 | - | - | 34,700 33 |
| 91 | Springfield, | - | - | - | 73,234 45 | 156,672 00 | 8 | 757,495 43 |
| 92 | Springfield & Eastern, | - | - | 8,741 88 | 18,956 39 | - | - | 67,646 22 |
| 93 | Stoughton & Randolph, | - | - | - | - | - | - | - |
| 94 | Taunton, | - | - | 16 13 | 1,382 42 | - | - | 3,836 13 |
| 95 | Templeton, | 1,200 00 | - | - | 1,532 34 | - | - | 12,496 26 |
| 96 | Union (New Bedford, etc.), | - | - | 5,752 15 | 45,003 13 | 48,000 00 | 8 | 263,370 18 |
| 97 | Uxbridge & Blackstone, | - | - | - | - | - | - | - |
| 98 | Waltham, | - | - | - | - | - | - | - |
| 99 | Warren, Brookfield & Spencer, | - | 2,000 00 | 2,401 44 | 17,271 80 | 3,000 00 | 2 | 59,565 95 |
| 100 | Webster & Dudley, | - | - | 2,161 53 | 3,954 26 | - | - | 20,218 67 |
| 101 | Wellesley & Boston, | - | - | - | 4,057 51 | 9,200 00 | 8 | 60,631 41 |
| 102 | Westborough & Hopkinton, | - | - | - | - | - | - | - |
| 103 | Westborough & Worcester, | - | - | - | - | - | - | - |
| 104 | West End (Boston, etc.), | - | - | 6,951 80 | 6,951 80 | 1,147,950 00 | 7 and 8 ⁶ | 1,154,901 80 |
| 105 | West Roxbury & Roslindale, | - | 6,000 00 | 178 84 | 11,882 65 | 24,000 00 | 3 | 71,860 64 |

¹ On \$2,700,000 of capital stock.³ Four per cent on \$2,512,400 and six per cent on \$5,777,700.² Six and one-half per cent on \$210,000 and three per cent on \$105,000 of capital stock.⁴ On \$80,000 of capital stock.⁵ Eight per cent on preferred stock, \$512,000, and seven per cent on common stock, \$635,900; total, \$1,147,950.

Tabulated Statements from Reports of Street Railway Companies — Continued.

| EXPENDITURES FOR THE YEAR ENDING SEPTEMBER 30, 1901 — Concluded. | | | | | | | |
|---|---|---|---|--|------------------------------|--|------------------------------|
| RAILWAY COMPANIES. | | | | | | | |
| | 57. — Rentals of Leased Rail- ways. | 58. — Pay- ments to Sinking Funds, etc. | 59. — Other Deductions from Income. | 60. — Total Charges on In- come. | 61. — Dividends Declared. | 62. — Per- centage of Divi- dend Declared. | 63. — Gross Expenditures. |
| 106 Winnisimmet (Chelsea), | - | - | - | - | \$3,000 00 | 6 | \$3,000 00 |
| 107 Woburn & Boston, | - | - | - | - | - | - | 2,668 40 |
| 108 Woonsocket (of Rhode Island), | - | - | - | \$24,630 73 | - | - | 90,745 38 |
| 109 Worcester & Blackstone Valley, | - | - | - | 994 80 | - | - | 28,753 27 |
| 110 Worcester & Clinton, | - | - | - | 512 89 | - | - | 2,006 28 |
| 111 Worcester Consolidated, | \$12,750 00 | - | - | 153,118 84 | 153,000 00 | 6 | 1,007,179 50 |
| 112 Worcester & Marlborough, | - | - | - | 6,311 65 | - | - | 23,120 33 |
| 113 Worcester, Rochdale & Charlton Depot, Worcester & Shrewsbury R.R., | - | - | \$260 75 | 1,360 75 | - | - | 1,360 75 |
| 114 Worcester & Shrewsbury St. Ry., | - | - | - | - | 1,000 00 | 5 | 1,000 00 |
| 115 Worcester & Southbridge, | - | - | - | - | - | - | - |
| 116 Worcester & Suburban, | - | - | - | 22,765 73 | - | - | 64,671 50 |
| 117 Worcester & Webster, | - | \$3,000 00 | - | 20,755 66 | - | - | 72,920 81 |
| 118 Worcester & Webster, | - | - | 1,481 25 | 8,449 38 | 9,000 00 | 6 | 63,307 74 |
| 119 Woronoco (Westfield, etc.), | - | - | - | - | - | - | - |
| Totals, | \$1,304,033 60 | \$139,500 00 | \$322,991 72 | \$5,215,979 86 | \$3,417,117 00 | 6.32 | \$23,198,237 99 |

Tabulated Statements from Reports of Street Railway Companies — Continued.

| CONDENSED EXHIBIT FOR THE YEAR. | | | | | | | | |
|---------------------------------|---|--|--------------------------|--|---|-----------------------------------|------------------------------|------------------------------|
| RAILWAY COMPANIES. | | 64.—Net Earnings from Operation. | 65.—All other Income. | 66.—Total In- come above Oper- ating Expenses. | 67.—Interest, Taxes, and other Charges. | 68.—Net Divisible In- come. | 69.—Divi- dends Declared. | 70.—Surplus for the Year. |
| 1 | Amesbury & Hampton, | — | \$4,500 00 | \$4,500 00 | \$2,500 00 | \$2,000 00 | — | \$2,000 00 |
| 2 | Amherst & Sunderland, | \$3,486 89 | — | 3,486 89 | 1,847 58 | 1,639 31 | \$880 00 | 759 31 |
| 3 | Athol & Orange, | 13,204 59 | — | 13,204 59 | 4,941 64 | 8,262 95 | 5,380 00 | 2,882 95 |
| 4 | Berkshire, | — | — | — | — | — | — | — |
| 5 | Beverly & Danvers, | 841 01 | — | 841 01 | 886 29 | 45 28 ^d | — | — |
| 6 | Blue Hill (Canton, etc.), | 6,428 59 ^d | — | 6,428 59 ^d | 4,856 57 | 11,285 16 ^d | — | — |
| 7 | Boston & Chelsea, | — | 7,260 00 | 7,260 00 | — | 7,260 00 | 7,260 00 | — |
| 8 | Boston Elevated, | 3,456,395 78 | 76,503 24 | 3,532,899 02 | 2,896,359 95 | 636,539 07 | 575,000 00 | 61,539 07 |
| 9 | Boston & Northern (Lynn, etc.), | 1,141,829 07 | 15,289 76 | 1,156,818 83 | 739,091 78 | 417,727 05 | 374,220 00 | 43,507 05 |
| 10 | Boston & Revere Electric, | — | 2,500 00 | 2,500 00 | — | 2,500 00 | 2,500 00 | — |
| 11 | Bristol County, | 8,312 21 | — | 8,312 21 | 2,632 80 | 5,679 41 | — | 5,679 41 |
| 12 | Brockton & Plymouth, | 20,926 59 | — | 20,926 59 | 18,936 47 | 1,990 12 | — | 1,990 12 |
| 13 | Citizen's Electric (Newburyport, etc.), | 44,002 66 | — | 44,002 66 | 22,632 92 | 21,369 74 | 19,200 00 | 2,169 74 |
| 14 | Clinton & Hudson, | 1 56 | — | 1 56 | 87 36 | 85 80 ^d | — | — |
| 15 | Commonwealth Avenue (Newton), | 27,910 49 | — | 27,910 49 | 10,259 23 | 17,651 26 | 17,496 00 | 155 26 |
| 16 | Concord & Boston, | 214 37 ^d | — | 214 37 ^d | — | 214 37 ^d | — | — |
| 17 | Concord & Clinton, | — | 930 92 | 930 92 | — | 930 92 | — | 930 92 |
| 18 | Concord, Maynard & Hudson, | 1,746 04 | — | 1,746 04 | — | 1,746 04 | — | 1,746 04 |
| 19 | Conway Electric, | 3,491 25 | 500 00 | 4,091 25 | 3,702 88 | 388 37 | — | 388 37 |
| 20 | Cottage City & Edgartown Traction, | 263 97 | — | 263 97 | 456 63 | 192 66 ^d | — | — |

d Deficit.

Tabulated Statements from Reports of Street Railway Companies — Continued.

| | | CONDENSED EXHIBIT FOR THE YEAR — Continued. | | | | | | |
|--------------------|---|---|----------------------------|--|---|-------------------------------------|--------------------------------|--------------------------------|
| RAILWAY COMPANIES. | | 64. — Net Earnings from Operation. | 65. — All other Income. | 66. — Total In- come above Oper- ating Expenses. | 67. — Interest, Taxes, and other Charges. | 68. — Net Divisible In- come. | 69. — Divi- dends Declared. | 70. — Surplus for the Year. |
| 21 | Dartmouth & Westport, | \$41,660 50 | - | \$41,660 50 | \$14,014 08 | \$27,646 42 | \$12,000 00 | \$15,646 42 |
| 22 | East Middlesex (Malden, etc.), | - | \$24,013 76 | 24,013 76 | - | 24,013 76 | 23,816 00 | 197 76 |
| 23 | Easton, | - | - | - | - | - | - | - |
| 24 | East Taunton, | 9,385 34 | - | 9,385 34 | 4,574 70 | 4,810 64 | - | 4,810 64 |
| 25 | East Wareham, Onset Bay & P. I., | 599 55 <i>d</i> | - | 599 55 <i>d</i> | 66 68 | 666 23 <i>d</i> | - | - |
| 26 | Essex County, | - | - | - | - | - | - | - |
| 27 | Fitchburg & Leominster, | 58,209 65 | 16,948 60 | 75,158 25 | 44,667 23 | 30,491 02 | 28,000 00 | 2,491 02 |
| 28 | Fitchburg & Suburban, | 226 95 <i>d</i> | - | 226 95 <i>d</i> | 83 40 | 310 35 <i>d</i> | - | - |
| 29 | Framingham, Southboro' & Marlboro', | 7,741 88 | - | 7,741 88 | 4,245 47 | 3,496 41 | - | 3,496 41 |
| 30 | Framingham Union, | 14,510 17 | - | 14,510 17 | 6,832 93 | 7,677 24 | 1,500 00 | 6,177 24 |
| 31 | Gardner, Westminster & Fitchburg, | 10,258 30 | - | 10,258 30 | 14,453 18 | 4,194 88 <i>d</i> | - | - |
| 32 | Georgetown, Rowley & Ipswich, | 13,080 65 | 2 00 | 13,082 65 | 14,994 13 | 1,911 48 <i>d</i> | - | - |
| 33 | Globe (Fall River), | 58,220 94 | - | 58,220 94 | 41,208 63 | 17,012 31 | 27,450 00 | - |
| 34 | Gloucester & Rockport, | - | 1,800 00 | 1,800 00 | - | 1,800 00 | 1,800 00 | - |
| 35 | Greenfield & Deerfield, | - | - | - | - | - | - | - |
| 36 | Greenfield & Turner's Falls, | 17,660 34 | - | 17,660 34 | 8,081 49 | 9,578 85 | 6,930 00 | 2,648 85 |
| 37 | Hampshire & Worcester, | 798 05 | - | 798 05 | 242 70 | 555 35 | - | 555 35 |
| 38 | Haverhill & Amesbury, | 46,280 09 | - | 46,280 09 | 45,393 71 | 886 38 | - | 886 38 |
| 39 | Haverhill & Andover, | - | - | - | - | - | - | - |
| 40 | Haverhill, Georgetown & Danvers, | 9,024 09 | - | 9,024 09 | 4,863 46 | 4,160 63 | 3,600 00 | 560 63 |
| 41 | Haverhill & Southern New Hampshire, | - | - | - | - | - | - | - |
| 42 | Holyoke, | 91,971 75 | 7,500 00 | 99,471 75 | 51,063 64 | 48,408 11 | 48,000 00 | 408 11 |
| 43 | Hoosac Valley (North Adams, etc.), | 24,293 54 | 3,879 88 | 28,173 42 | 18,691 02 | 9,482 40 | 6,000 00 | 3,482 40 |
| 44 | Interstate Consolidated (of R. I.), | 54,963 50 | 462 59 | 55,426 09 | 23,983 78 | 31,442 31 | - | 31,442 31 |
| 45 | Lawrence & Methuen, | - | - | - | - | - | - | - |

| | | | | | | | |
|----|---|------------|----------|------------|------------|------------|-----------|
| 46 | Lawrence & Reading, | 1,045 75 | - | 1,045 75 | 1,748 03 | 702 28d | - |
| 47 | Leoninster & Clinton, | 2,595 12d | - | 2,595 12d | 15,333 04 | 17,928 16d | - |
| 48 | Lexington & Boston, | 36,214 65 | - | 36,214 65 | 23,430 55 | 12,784 10 | 784 10 |
| 49 | Linwood, | 1,082 76 | - | 1,082 76 | 394 03 | 638 73 | - |
| 50 | Lowell & Boston, | 500 80 | - | 500 80 | - | 500 80 | 500 80 |
| 51 | Lowell, Lawrence & Haverhill, | 172,282 54 | 12 91 | 172,295 45 | 102,830 37 | 69,465 08 | - |
| 52 | Lowell & Suburban, | 20,840 77 | 10 00 | 20,850 77 | 20,216 12 | 634 65 | - |
| 53 | Marlborough, | 14,597 06 | - | 14,597 06 | 10,636 69 | 3,960 37 | 3,960 37 |
| 54 | Marlborough & Westborough, | 9,080 23 | 650 00 | 9,730 23 | 5,397 19 | 4,333 04 | 4,333 04 |
| 55 | Martha's Vineyard, | 199 53 | - | 199 53 | 166 39 | 33 14 | 33 14 |
| 56 | Medfield & Medway, | 4,293 28 | - | 4,293 28 | 6,884 71 | 2,591 43d | - |
| 57 | Middleboro', Wareham & Buz. Bay, | 2,069 39 | - | 2,069 39 | - | 2,069 39 | 2,069 39 |
| 58 | Middleton & Danvers, | 39 07d | - | 39 07d | 92 63 | 131 70d | - |
| 59 | Milford, Attleboro' & Woonsocket, | 25,507 04 | - | 25,507 04 | 17,100 47 | 8,406 57 | 8,406 57 |
| 60 | Milford, Holliston & Framingham, | 32,619 59 | - | 32,619 59 | 18,651 44 | 13,968 15 | 17,640 00 |
| 61 | Milford & Uxbridge, | - | - | - | - | - | - |
| 62 | Mt. Tom (Northampton), | 13,657 16 | 6,030 28 | 6,030 28 | - | 6,030 28 | 30 28 |
| 63 | Natick & Cohituate, | 2,435 79d | 500 00 | 13,657 16 | 5,330 87 | 8,326 29 | 326 29 |
| 64 | Natick & Needham, | 4,492 95 | - | 1,935 79d | 929 28 | 2,855 07d | - |
| 65 | New Bedford & Onset, | 40,887 62 | - | 4,492 95 | 3,106 01 | 1,386 94 | 1,386 94 |
| 66 | Newton, | 27,677 41d | - | 40,887 62 | 21,113 26 | 19,774 36 | 2,974 36 |
| 67 | Newton & Boston, | 3,444 45 | 7,752 94 | 27,677 41d | 18,683 36 | 46,360 77d | - |
| 68 | Newtonville & Watertown, | 45,332 90 | - | 7,752 94 | 3,639 96 | 4,112 99 | 512 99 |
| 69 | Norfolk Western (Dedham, etc.), | 5,778 38 | - | 3,444 45 | 9,393 80 | 5,949 35d | - |
| 70 | Northampton, | 11,993 56 | - | 45,332 90 | 18,270 63 | 27,062 27 | 3,062 27 |
| 71 | Northampton & Amherst, | 10,497 99 | - | 5,778 38 | 5,469 05 | 309 33 | 309 33 |
| 72 | North End (Worcester), | 397 31 | 8,000 00 | 8,000 00 | 3,810 00 | 4,190 00 | 65 00 |
| 73 | North Woburn, | - | - | 11,993 56 | 3,846 63 | 8,146 93 | 8,146 93 |
| 74 | Norton & Taunton, | - | - | 10,497 99 | 16,777 59 | 6,279 60d | - |
| 75 | Norwood, Canton & Sharon, | - | - | 397 31 | 1,020 79 | 623 48d | - |

d Deficit.

Tabulated Statements from Reports of Street Railway Companies — Continued.

| | | CONDENSED EXHIBIT FOR THE YEAR — Continued. | | | | | | |
|--------------------|---|---|----------------------------|--|---|-------------------------------------|--------------------------------|--------------------------------|
| RAILWAY COMPANIES. | | 64. — Net Earnings from Operation. | 65. — All other Income. | 66. — Total In- come above Oper- ating Expenses. | 67. — Interest, Taxes, and other Charges. | 68. — Net Divisible In- come. | 69. — Divi- dends Declared. | 70. — Surplus for the Year. |
| 76 | Old Colony (Brockton, etc.), . . . | \$725,138 19 | \$44,866 83 | \$770,005 02 | \$409,072 87 | \$360,932 15 | \$439,158 00 | - |
| 77 | Orange & Erving, . . . | - | - | - | - | - | - | - |
| 78 | Pembroke, . . . | - | - | - | - | - | - | - |
| 79 | Phillipston, . . . | - | 1,200 00 | 1,200 00 | 997 41 | 202 59 | - | \$202 59 |
| 80 | Pittsfield Electric, . . . | 20,672 75 | 173 97 | 20,846 72 | 7,073 71 | 13,773 01 | 4,800 00 | 8,973 01 |
| 81 | Plum Island Electric (Newbury, etc.), . . . | 593 13 <i>d</i> | - | 593 13 <i>d</i> | - | 593 13 <i>d</i> | - | - |
| 82 | Plymouth & Kingston, . . . | 937 48 | - | 937 48 | 488 33 | 449 15 | - | 449 15 |
| 83 | Plymouth & Sandwich, . . . | 1,006 25 | - | 1,006 25 | 368 92 | 637 33 | - | 637 33 |
| 84 | Providence & Fall River, . . . | 8,511 24 | - | 8,511 24 | 2,344 08 | 6,167 16 | - | 6,167 16 |
| 85 | Reading, Wakefield & Lynnfield, . . . | - | - | - | - | - | - | - |
| 86 | Shelburne Falls & Colrain, . . . | 5,068 11 | - | 5,068 11 | 3,626 11 | 1,442 00 | - | 1,442 00 |
| 87 | Somerville, . . . | - | 9,180 00 | 9,180 00 | - | 9,180 00 | 9,180 00 | - |
| 88 | Southbridge & Sturbridge, . . . | 6,967 22 | 90 00 | 7,057 22 | 5,001 51 | 2,055 71 | - | 2,055 71 |
| 89 | South Middlesex (Natick, etc.), . . . | 13,849 77 | - | 13,849 77 | 17,210 62 | 3,360 85 <i>d</i> | 5,000 00 | - |
| 90 | So. Shore & Boston (Hingham, etc.), . . . | 2,827 75 | - | 2,827 75 | 5,742 91 | 2,915 16 <i>d</i> | - | - |
| 91 | Springfield, . . . | 226,220 72 | - | 226,220 72 | 73,234 45 | 152,986 27 | 156,672 00 | - |
| 92 | Springfield & Eastern, . . . | 16,623 21 | 6,855 88 | 23,479 09 | 18,956 39 | 4,522 70 | - | 4,522 70 |
| 93 | Stoughton & Randolph, . . . | - | - | - | - | - | - | - |
| 94 | Taunton, . . . | 1,867 62 | - | 1,867 62 | 1,382 42 | 485 20 | - | 485 20 |
| 95 | Templeton, . . . | 3,912 37 | - | 3,912 37 | 1,533 34 | 2,379 03 | - | 2,379 03 |
| 96 | Union (New Bedford, etc.), . . . | 102,527 93 | - | 102,527 93 | 45,003 13 | 57,524 80 | 48,000 00 | 9,524 80 |
| 97 | Uxbridge & Blackstone, . . . | - | - | - | - | - | - | - |
| 98 | Waltham, . . . | - | - | - | - | - | - | - |
| 99 | Warren, Brookfield & Spencer, . . . | 21,969 62 | - | 21,969 62 | 17,271 80 | 4,697 82 | 3,000 00 | 1,697 82 |
| 100 | Webster & Dudley, . . . | 5,888 32 | 1,040 30 | 6,928 62 | 3,954 26 | 2,974 36 | - | 2,974 36 |

| | | | | | | | | |
|-----|---|----------------|----------------|----------------|----------------|----------------|----------------|--------------|
| 101 | Wellesley & Boston, | 13,435 85 | - | 13,435 85 | 4,057 51 | 9,378 34 | 9,200 00 | 178 34 |
| 102 | Westborough & Hopkinton, | - | - | - | - | - | - | - |
| 103 | Westborough & Worcester, | - | - | - | - | - | - | - |
| 104 | West End (Boston, etc.), | - | 1,155,450 00 | 1,155,450 00 | 6,951 80 | 1,148,498 20 | 1,147,950 00 | 548 20 |
| 105 | West Roxbury & Roslindale, | 13,938 33 | - | 13,938 33 | 11,882 65 | 2,055 68 | 24,000 00 | - |
| 106 | Winnisimmet (Chelsea), | - | 3,000 00 | 3,000 00 | - | 3,000 00 | 3,000 00 | - |
| 107 | Woburn & Boston, | 588 05 | - | 588 05 | - | 588 05 | - | 588 05 |
| 108 | Woonsocket (of Rhode Island), | 31,577 50 | - | 31,577 50 | 24,630 73 | 6,946 77 | - | 6,946 77 |
| 109 | Worcester & Blackstone valley, | 4,460 73 | 10 00 | 4,470 73 | 994 80 | 3,475 93 | - | 3,475 93 |
| 110 | Worcester & Clinton, | 268 93 | - | 268 93 | 512 89 | 243 96d | - | - |
| 111 | Worcester Consolidated, | 330,174 66 | - | 330,174 66 | 153,118 84 | 177,055 82 | 153,000 00 | 24,055 82 |
| 112 | Worcester & Marlborough, | 6,926 17 | - | 6,926 17 | 6,311 65 | 614 52 | - | 614 52 |
| 113 | Worcester, Rochdale & Charlton Depot, | - | - | - | - | - | - | - |
| 114 | Worcester & Shrewsbury R.R., | - | 3,863 93 | 3,863 93 | 1,360 75 | 2,503 18 | - | 2,503 18 |
| 115 | Worcester & Shrewsbury St. Ry., | - | 1,000 00 | 1,000 00 | - | 1,000 00 | 1,000 00 | - |
| 116 | Worcester & Southbridge, | - | - | - | - | - | - | - |
| 117 | Worcester & Suburban, | 21,150 04 | - | 21,150 04 | 22,765 73 | 1,615 69d | - | - |
| 118 | Worcester & Webster, | 4,214 41 | 183 34 | 4,397 75 | 20,755 66 | 16,357 91d | - | - |
| 119 | Woronoco (Westfield, etc.), | 14,229 54 | 1,002 55 | 15,232 09 | 8,449 38 | 6,782 71 | 9,000 00 | - |
| | Totals, | \$7,201,199 39 | \$1,412,963 68 | \$8,614,163 07 | \$5,215,979 86 | \$3,398,183 21 | \$3,417,117 00 | \$313,875 23 |

d Deficit.

Tabulated Statements from Reports of Street Railway Companies — Continued.

| | | CONDENSED EXHIBIT FOR THE YEAR—Continued. | | | | | | |
|--------------------|---|---|-------------------------------------|--------------------------------|-----------------------------|----------------------------|--------------------------------|--------------------------------|
| RAILWAY COMPANIES. | | 71.—Deficit for the Year. | 72.—Sur- plus Sept. 30, 1900. | 73.—Deficit Sept. 30, 1900. | 74.—Credits during Year. | 75.—Debits during Year. | 76.—Surplus Sept. 30, 1901. | 77.—Deficit Sept. 30, 1901. |
| 1 | Amesbury & Hampton, | - | \$1,034 95 | - | - | - | \$3,034 95 | - |
| 2 | Amherst & Sunderland, | - | - | \$2,512 42 | - | - | - | \$1,753 11 |
| 3 | Athol & Orange, | - | 21,249 77 | - | \$2,900 00 | - | 27,032 72 | - |
| 4 | Berkshire, | - | - | - | - | - | - | - |
| 5 | Beverly & Danvers, | \$45 28 | - | 6,507 39 | 25,478 93 | \$18,926 26 | - | - |
| 6 | Blue Hill (Canton, etc.), | 11,285 16 | - | 7,970 41 | 84 00 | 2,280 00 | - | 21,451 57 |
| 7 | Boston & Chelsea, | - | - | - | - | - | - | - |
| 8 | Boston Elevated, | - | 401,970 00 | - | - | - | 463,509 07 | - |
| 9 | Boston & Northern (Lynn, etc.), | - | 187,270 76 | - | 437,890 13 | 453,208 51 | 215,469 43 | - |
| 10 | Boston & Revere Electric, | - | - | 11,363 18 | - | - | - | 11,363 18 |
| 11 | Bristol County, | - | - | - | - | - | - | - |
| 12 | Brockton & Plymouth, | - | 565 75 | - | - | - | 5,679 41 | - |
| 13 | Citizen's Electric (Newburyport, etc.), | - | 36,111 48 | - | 98,767 73 | 98,162 27 | 3,161 33 | - |
| 14 | Clinton & Hudson, | 85 80 | 18,813 86 | - | 2,182 31 | 4,869 59 | 35,593 94 | - |
| 15 | Commonwealth Avenue (Newton), | - | 4,173 12 | - | - | 18,728 06 | - | - |
| 16 | Concord & Boston, | 214 37 | - | - | - | - | 4,328 38 | - |
| 17 | Concord & Clinton, | - | - | - | - | - | - | 214 37 |
| 18 | Concord, Maynard & Hudson, | - | - | - | - | - | 930 92 | - |
| 19 | Conway Electric, | - | - | 9,673 29 | - | - | 1,746 04 | - |
| 20 | Cottage City & Edgartown Traction, | 192 66 | - | - | - | - | - | 9,284 92 |
| 21 | Dartmouth & Westport, | - | 20,000 00 | - | - | 15,646 42 | 20,000 00 | 192 66 |
| 22 | East Middlesex (Malden, etc.), | - | - | 11,710 07 | - | - | - | - |
| 23 | Easton, | - | - | - | - | - | - | 11,512 31 |
| 24 | East Taunton, | - | 4,178 62 | - | - | - | - | - |
| 25 | East Wareham, Onset Bay & P. I., | 666 23 | - | 2,650 67 | 3,316 90 | 214 40 | 8,774 86 | - |

| | | | | | | | | |
|----|-------------------------------------|-----------|------------|----------|------------|------------|-----------|--------|
| 26 | Essex County, | - | 23,776 84 | - | - | 2,491 02 | 23,776 84 | - |
| 27 | Fitchburg & Leominster, | 310 35 | 8,012 27 | 3,869 88 | 4,180 23 | - | 11,508 68 | - |
| 28 | Fitchburg & Suburban, | - | 16,974 35 | - | 380 68 | 350 00 | 23,182 27 | - |
| 29 | Framingham, Southboro' & Marlboro', | - | - | - | - | - | - | - |
| 30 | Framingham Union, | - | - | - | - | - | - | - |
| 31 | Gardner, Westminster & Fitchburg, | 4,194 88 | 3,252 88 | - | - | 240 19 | 6,301 40 | 942 00 |
| 32 | Georgetown, Rowley & Ipswich, | 1,911 48 | 8,453 07 | - | 32,189 29 | 65,445 35 | - | - |
| 33 | Globe (Fall River), | 10,437 69 | 43,693 75 | - | - | - | - | - |
| 34 | Gloucester & Rockport, | - | - | - | - | - | - | - |
| 35 | Greenfield & Deerfield, | - | - | - | - | - | - | - |
| 36 | Greenfield & Turner's Falls, | - | 16,576 06 | - | 1,797 16 | 14,198 37 | 6,923 70 | - |
| 37 | Hampshire & Worcester, | - | - | - | - | - | 555 35 | - |
| 38 | Haverhill & Amesbury, | - | 10,627 77 | - | 230 00 | 5,671 93 | 6,072 22 | - |
| 39 | Haverhill & Andover, | - | - | - | - | - | - | - |
| 40 | Haverhill, Georgetown & Danvers, | - | 6,237 26 | - | 2,625 00 | - | 9,422 89 | - |
| 41 | Haverhill & Southern New Hampshire, | - | - | - | - | - | - | - |
| 42 | Holyoke, | - | 73,578 90 | - | 102,000 00 | 100,000 00 | 75,987 01 | - |
| 43 | Hoosac Valley (North Adams, etc.), | - | 25,412 50 | - | - | - | 28,894 90 | - |
| 44 | Interstate Consolidated (of R. I.), | - | 35,231 00 | - | - | - | 66,673 31 | - |
| 45 | Lawrence & Methuen, | - | - | - | - | - | - | - |
| 46 | Lawrence & Reading, | 702 28 | 982 48 | - | - | - | 280 20 | - |
| 47 | Leominster & Clinton, | 17,928 16 | 18,304 68 | 72 27 | 31,438 18 | 13,437 75 | 23,176 83 | - |
| 48 | Lexington & Boston, | - | - | 36 86 | 4,088 05 | - | - | 338 13 |
| 49 | Linwood, | 301 27 | - | - | - | - | 500 80 | - |
| 50 | Lowell & Boston, | - | - | - | - | - | - | - |
| 51 | Lowell, Lawrence & Haverhill, | 38,534 92 | 133,974 44 | - | 36,349 34 | 131,788 86 | - | - |
| 52 | Lowell & Suburban, | 41,365 35 | 88,224 36 | - | 3,179 46 | 50,088 47 | - | - |
| 53 | Marlborough, | - | 1,522 86 | - | - | 230 68 | 5,252 55 | - |
| 54 | Marlborough & Westborough, | - | - | - | - | - | 4,333 04 | - |
| 55 | Martha's Vineyard, | - | 1,169 70 | - | - | - | 1,202 84 | - |

Tabulated Statements from Reports of Street Railway Companies — Continued.

| RAILWAY COMPANIES. | | CONDENSED EXHIBIT FOR THE YEAR—Continued. | | | | | | |
|--------------------|--|---|-------------------------------------|--------------------------------|-----------------------------|----------------------------|--------------------------------|--------------------------------|
| | | 71.—Deficit for the Year. | 72.—Sur- plus Sept. 30, 1900. | 73.—Deficit Sept. 30, 1900. | 74.—Credits during Year. | 75.—Debits during Year. | 76.—Surplus Sept. 30, 1901. | 77.—Deficit Sept. 30, 1901. |
| 56 | Medfield & Medway, | \$2,591 43 | \$3,857 53 | - | - | \$190 60 | \$1,075 50 | - |
| 57 | Middleboro', Wareham & Buz. Bay, . | - | - | - | - | - | 2,069 39 | - |
| 58 | Middleton & Danvers, | 131 70 | - | - | - | - | - | \$131 70 |
| 59 | Milford, Attleborough & Woonsocket, . | - | 10,544 16 | - | - | - | 18,950 73 | - |
| 60 | Milford, Holliston & Framingham, . | 3,671 85 | 29,670 19 | - | - | - | 25,998 34 | - |
| 61 | Milford & Uxbridge, | - | - | - | - | - | - | - |
| 62 | Mt. Tom (Northampton), | - | 605 51 | - | - | - | 635 79 | - |
| 63 | Natick & Cohituate, | - | 13,096 35 | - | - | - | 13,422 64 | - |
| 64 | Natick & Needham, | 2,865 07 | - | \$1,281 26 | \$23,148 07 | 18,501 74 | 500 00 | - |
| 65 | New Bedford & Onset, | - | - | - | - | - | 1,386 94 | - |
| 66 | Newton, | - | 19,523 83 | - | 21,000 00 | 10,000 00 | 33,498 19 | - |
| 67 | Newton & Boston, | 46,360 77 | - | 4,618 49 | 4,443 50 | 4,386 40 | - | 50,922 16 |
| 68 | Newtonville & Watertown, | - | - | 106 22 | - | - | 406 77 | - |
| 69 | Norfolk Western (Dedham, etc.), . | 5,949 35 | - | 2,586 62 | - | - | - | 8,535 97 |
| 70 | Northampton, | - | 31,340 90 | - | - | - | 34,403 17 | - |
| 71 | Northampton & Amherst, | - | 2,455 53 | - | 19,521 64 | 19,521 64 | 2,764 86 | - |
| 72 | North End (Worcester), | - | - | 19,219 42 | - | - | - | 19,154 42 |
| 73 | North Woburn, | - | 1,708 98 | - | - | 9,855 91 | - | - |
| 74 | Norton & Taunton, | 6,279 60 | - | 1,546 11 | - | - | - | 7,825 71 |
| 75 | Norwood, Canton & Sharon, | 623 48 | - | - | - | - | - | 623 48 |
| 76 | Old Colony (Brockton, etc.), | 78,225 85 | 251,371 84 | - | 115,636 65 | 57,649 87 | 231,132 77 | - |
| 77 | Orange & Erving, | - | - | - | - | - | - | - |
| 78 | Pembroke, | - | - | - | - | - | - | - |
| 79 | Phillipston, | - | - | - | - | - | 202 59 | - |
| 80 | Pittsfield Electric, | - | 13,566 58 | - | 10,000 00 | 6,000 00 | 26,539 59 | - |

| | | | | | | | | |
|-----|---------------------------------------|-----------|------------|-----------|------------|------------|------------|-----------|
| 81 | Plum Island Electric (Newbury, etc.), | 598 13 | 8,212 53 | 381 22 | - | 7,619 40 | - | - |
| 82 | Plymouth & Kingston, | - | - | - | - | 67 93 | - | - |
| 83 | Plymouth & Sandwich, | - | 1,061 04 | - | - | - | 1,698 37 | - |
| 84 | Providence & Fall River, | - | - | - | - | - | 6,167 16 | - |
| 85 | Reading, Wakefield & Lynnfield, | - | - | - | - | - | - | - |
| 86 | Shelburne Falls & Colrain, | - | 991 26 | - | - | - | 2,433 26 | - |
| 87 | Somerville, | - | - | - | - | - | - | - |
| 88 | Southbridge & Sturbridge, | - | 2,463 21 | - | - | - | 4,518 92 | - |
| 89 | South Middlesex (Natick, etc.), | 8,360 85 | 10,367 56 | - | - | 32 41 | 1,974 30 | - |
| 90 | So. Shore & Boston (Hingham, etc.), | 2,915 16 | 13,120 24 | - | - | 10,205 08 | - | - |
| 91 | Springfield, | 3,685 73 | 280,509 20 | - | 350,000 00 | 225,000 00 | 401,823 47 | - |
| 92 | Springfield & Eastern, | - | 287 79 | - | 85 75 | - | 4,896 24 | - |
| 93 | Stoughton & Randolph, | - | - | - | - | - | - | - |
| 94 | Taunton, | - | 30,346 20 | - | - | 30,831 40 | - | - |
| 95 | Templeton, | - | - | - | - | 8,441 01 | - | 6,061 98 |
| 96 | Union (New Bedford, etc.), | - | 52,236 73 | - | - | 11,761 53 | 50,000 00 | - |
| 97 | Uxbridge & Blackstone, | - | - | - | - | - | - | - |
| 98 | Waltham, | - | - | - | - | - | - | - |
| 99 | Warren, Brookfield & Spencer, | - | 11,055 57 | - | - | - | 12,753 39 | - |
| 100 | Webster & Dudley, | - | - | 682 29 | - | 736 90 | 1,555 17 | - |
| 101 | Wellesley & Boston, | - | 7,323 78 | - | - | - | 7,502 12 | - |
| 102 | Westborough & Hopkinton, | - | - | - | - | - | - | - |
| 103 | Westborough & Worcester, | - | - | - | - | - | - | - |
| 104 | West End (Boston, etc.), | - | 173,267 19 | - | - | - | 173,815 39 | - |
| 105 | West Roxbury & Roslindale, | 21,944 82 | 35,689 13 | - | - | 13,744 81 | - | - |
| 106 | Winnisimmet (Chelsea), | - | 123 35 | - | - | - | 123 35 | - |
| 107 | Woburn & Boston, | - | - | - | - | 588 05 | - | - |
| 108 | Woonsocket (of Rhode Island), | - | - | 60,118 43 | - | - | - | 53,171 66 |
| 109 | Worcester & Blackstone Valley, | - | 245 83 | - | - | - | 3,721 76 | - |
| 110 | Worcester & Clinton, | 243 96 | 2,882 09 | - | - | 2,638 13 | - | - |

Tabulated Statements from Reports of Street Railway Companies — Continued.

| RAILWAY COMPANIES. | | CONDENSED EXHIBIT FOR THE YEAR—Concluded. | | | | | | |
|--------------------|--|---|-------------------------------------|--------------------------------|-----------------------------|----------------------------|--------------------------------|--------------------------------|
| | | 71.—Deficit for the Year. | 72.—Sur- plus Sept. 30, 1900. | 73.—Deficit Sept. 30, 1900. | 74.—Credits during Year. | 75.—Debits during Year. | 76.—Surplus Sept. 30, 1901. | 77.—Deficit Sept. 30, 1901. |
| 111 | Worcester Consolidated, . . . | — | \$116,325 06 | — | \$102,014 12 | \$15,546 58 | \$226,848 42 | — |
| 112 | Worcester & Marlborough, . . . | — | 21,600 39 | — | — | 22,214 91 | — | — |
| 113 | Worcester, Rochdale & Charlton Depot, . . . | — | — | — | — | — | 91,213 12 | — |
| 114 | Worcester & Shrewsbury R.R., . . . | — | 88,709 94 | — | — | — | 22 05 | — |
| 115 | Worcester & Shrewsbury St. Ry., . . . | — | 22 05 | — | — | — | — | — |
| 116 | Worcester & Southbridge, . . . | — | — | — | — | — | — | — |
| 117 | Worcester & Suburban, . . . | \$1,615 69 | 18,376 47 | — | — | 16,760 78 | — | — |
| 118 | Worcester & Webster, . . . | 16,357 91 | 4,599 51 | — | — | — | — | \$11,758 40 |
| 119 | Woronoco (Westfield, etc.), . . . | 2,217 29 | 5,310 87 | — | — | — | 3,093 58 | — |
| Totals, | | \$332,809 02 | \$2,474,241 87 | \$146,906 50 | \$1,434,927 12 | \$1,488,223 21 | \$2,470,343 22 | \$215,237 73 |

Tabulated Statements from Reports of Street Railway Companies — Continued.

| RAILWAY COMPANIES. | | DESCRIPTION OF RAILWAY (LENGTH IN MILES). | | | | | | |
|--------------------|---|---|------------------------------------|-----------------------------------|---|---------------------------|--|--------------------------------------|
| | | 78.—Railway Line Owned. | 79.—Second Main Track Owned. | 80.—Total Main Track Owned. | 81.—Sid- ings, Switches, etc., Owned. | 82.—Total Track Owned. | 83.—Leased Track and Trackage Rights. | 84.—Total Main Track Operated. |
| 1 | Amesbury & Hampton, | 8.630 | — | 8.630 | .280 | 8.910 | — | — |
| 2 | Amherst & Sunderland, | 10.120 | — | 10.120 | .315 | 10.435 | — | 10.120 |
| 3 | Athol & Orange, . . . | 6.880 | — | 6.880 | .440 | 7.320 | — | 6.880 |
| 4 | Berkshire, | 15.000 | — | 15.000 | — | 15.000 | — | — |
| 5 | Beverly & Danvers,* . | 3.095 | — | 3.095 | .074 | 3.169 | 1.268 | 4.363 |
| 6 | Blue Hill (Canton, etc.), | 10.666 | — | 10.666 | .629 | 11.295 | — | 10.666 |
| 7 | Boston & Chelsea, | 4.116 | — | 4.116 | .038 | 4.154 | — | — |
| 8 | Boston Elevated, . . . | 7.648 | 7.324 | 14.972 | 5.608 | 20.580 | 347.041 | 360.601 |
| 9 | Boston & Northern (Lynn, etc.), | 307.329 | 48.419 | 355.748 | 14.642 | 370.390 | 55.104 | 410.852 |
| 10 | Boston & Revere Electric, . . . | 1.867 | 1.867 | 3.734 | .111 | 3.845 | — | — |
| 11 | Bristol County, | 16.040 | — | 16.040 | .510 | 16.550 | — | 16.040 |
| 12 | Brockton & Plymouth, | 22.091 | — | 22.091 | 1.591 | 23.682 | — | 22.091 |
| 13 | Citizen's Electric (Newburyport, etc.), | 21.862 | — | 21.862 | 1.216 | 23.078 | .569 | 22.431 |
| 14 | Clinton & Hudson,* | 7.966 | — | 7.966 | .330 | 8.296 | — | 7.966 |
| 15 | Commonwealth Avenue (Newton), . . | 6.823 | 5.553 | 12.376 | .847 | 13.223 | .550 | 12.926 |
| 16 | Concord & Boston, | 2.449 | — | 2.449 | .169 | 2.618 | — | 2.449 |
| 17 | Concord & Clinton, | 5.380 | — | 5.380 | — | 5.380 | — | — |
| 18 | Concord, Maynard & Hudson, | 8.370 | — | 8.370 | .250 | 8.620 | — | 8.370 |
| 19 | Conway Electric, | 5.910 | — | 5.910 | .440 | 6.350 | — | 5.910 |
| 20 | Cottage City & Edgartown Traction, . | 5.350 | — | 5.350 | .120 | 5.470 | — | 5.350 |

Tabulated Statements from Reports of Street Railway Companies—Continued.

| RAILWAY COMPANIES. | | DESCRIPTION OF RAILWAY (LENGTH IN MILES) — Continued. | | | | | | |
|--------------------|-------------------------------------|---|--------------------------------------|-------------------------------------|---|-----------------------------|--|--|
| | | 78. — Railway Line Owned. | 79. — Second Main Track Owned. | 80. — Total Main Track Owned. | 81. — Sid- ings, Switches, etc., Owned. | 82. — Total Track Owned. | 83. — Leased Track and Trackage Rights. | 84. — Total Main Track Operated. |
| 21 | Dartmouth & Westport, | 9.307 | — | 9.307 | .535 | 9.842 | 9.609 | 18.916 |
| 22 | East Middlesex (Malden, etc.), | 16.500 | — | 16.500 | 1.810 | 18.310 | — | — |
| 23 | Easton, | — | — | — | — | — | — | — |
| 24 | East Taunton, | 10.519 | — | 10.519 | .176 | 10.695 | .724 | 11.243 |
| 25 | East Wareham, Onset Bay & P. I.* | 2.014 | — | 2.014 | 1.006 | 3.020 | — | 2.014 |
| 26 | Essex County, | — | — | — | — | — | — | — |
| 27 | Fitchburg & Leominster, | 24.645 | 2.373 | 27.018 | 1.669 | 28.687 | — | 27.018 |
| 28 | Fitchburg & Suburban*. | 6.396 | — | 6.396 | .442 | 6.838 | — | 6.396 |
| 29 | Framingham, Southboro' & Marlboro', | 7.463 | — | 7.463 | .141 | 7.604 | — | — |
| 30 | Framingham Union, | 6.358 | — | 6.358 | .478 | 6.836 | .143 | 6.501 |
| 31 | Gardner, Westminster & Fitchburg, | 15.680 | — | 15.680 | .370 | 16.050 | — | 15.680 |
| 32 | Georgetown, Rowley & Ipswich, | 17.923 | — | 17.923 | .260 | 18.183 | .605 | 18.528 |
| 33 | Globe (Fall River),* | 59.627 | 12.140 | 71.667 | 4.026 | 75.693 | .414 | 72.081 |
| 34 | Gloucester & Rockport, | 1.491 | — | 1.491 | .083 | 1.574 | — | — |
| 35 | Greenfield & Deerfield, | — | — | — | — | — | — | — |
| 36 | Greenfield & Turner's Falls, | 14.644 | — | 14.644 | .431 | 15.075 | — | 14.644 |
| 37 | Hampshire & Worcester, | 5.290 | — | 5.290 | .100 | 5.390 | — | 5.290 |
| 38 | Haverhill & Amesbury, | 26.606 | — | 26.606 | 1.658 | 28.264 | 1.053 | 27.659 |
| 39 | Haverhill & Andover, | — | — | — | — | — | — | — |
| 40 | Haverhill, Georgetown & Danvers, | 5.871 | — | 5.871 | .149 | 6.020 | .487 | 6.358 |
| 41 | Haverhill & Southern New Hampshire, | 6.000 | — | 6.000 | — | 6.000 | — | — |
| 42 | Holyoke, | 30.337 | 5.910 | 36.247 | 3.096 | 39.343 | .900 | 37.147 |
| 43 | Hoosac Valley (North Adams, etc.), | 13.028 | — | 13.028 | .277 | 13.305 | — | 13.028 |
| 44 | Interstate Consolidated (of R. I.), | 23.314 | — | 23.314 | 3.554 | 26.868 | — | 23.314 |
| 45 | Lawrence & Methuen, | 6.100 | — | 6.100 | — | 6.100 | — | — |

| | | | | | | | |
|----|---|---------|--------|-------|---------|--------|---------|
| 46 | Lawrence & Reading, | 11.499 | - | .357 | 11.856 | .913 | 12.412 |
| 47 | Leominster & Clinton,* | 37.005 | - | 1.832 | 38.837 | - | 37.005 |
| 48 | Lexington & Boston, | 27.670 | .337 | 1.940 | 29.947 | 2.470 | 30.477 |
| 49 | Linwood, | - | - | - | - | 1.741 | 1.741 |
| 50 | Lowell & Boston, | 8.737 | - | .417 | 9.154 | .142 | 8.879 |
| 51 | Lowell, Lawrence & Haverhill,* | 103.759 | 24.678 | 3.176 | 131.613 | 15.102 | 143.539 |
| 52 | Lowell & Suburban,* | 47.298 | 16.036 | 1.320 | 64.654 | 14.870 | 78.204 |
| 53 | Marlborough | 7.541 | - | .572 | 8.113 | 7.463 | 15.004 |
| 54 | Marlborough & Westborough, | 13.510 | - | .356 | 13.860 | - | 13.510 |
| 55 | Martha's Vineyard, | 1.100 | - | - | 1.100 | - | 1.100 |
| 56 | Medfield & Medway, | 11.009 | - | .241 | 11.250 | - | 11.009 |
| 57 | Middleboro', Wareham & Buz. Bay, | 14.760 | - | .360 | 15.120 | 4.100 | 18.860 |
| 58 | Middleton & Danvers, | 2.511 | - | .637 | 2.548 | - | 2.511 |
| 59 | Milford, Attleborough & Woonsocket, | 30.000 | - | .520 | 30.520 | - | 30.000 |
| 60 | Milford, Holliston & Framingham, | 21.156 | .500 | .535 | 22.191 | .025 | 21.681 |
| 61 | Milford & Uxbridge, | 7.250 | - | - | 7.250 | - | - |
| 62 | Mt. Tom (Northampton), | .900 | - | .100 | 1.000 | - | - |
| 63 | Natick & Cohituate, | 17.204 | - | .950 | 18.154 | - | 17.204 |
| 64 | Natick & Needham, | 5.774 | - | .048 | 5.822 | - | - |
| 65 | New Bedford & Onset, | 15.654 | 2.972 | 2.728 | 21.354 | - | 18.626 |
| 66 | Newton, | 14.621 | .396 | .673 | 15.690 | 2.518 | 17.535 |
| 67 | Newton & Boston, | 9.031 | - | .755 | 9.786 | 4.126 | 13.157 |
| 68 | Newtonville & Wiertown, | 4.308 | - | .357 | 4.665 | - | - |
| 69 | Norfolk Western (Dedham, etc.), | 9.079 | - | .371 | 9.450 | - | 9.079 |
| 70 | Northampton, | 24.369 | - | 1.893 | 26.262 | - | 24.369 |
| 71 | Northampton & Amherst, | 13.767 | - | .762 | 14.529 | - | 13.767 |
| 72 | North End (Worcester), | 4.995 | - | .135 | 5.130 | - | - |
| 73 | North Woburn,* | 7.258 | - | .425 | 7.683 | .462 | 7.720 |
| 74 | Norton & Taunton, | 29.000 | - | .830 | 29.830 | .407 | 29.407 |
| 75 | Norwood, Canton & Sharon, | 6.042 | - | .109 | 6.151 | - | 4.677 |

Tabulated Statements from Reports of Street Railway Companies — Continued.

| RAILWAY COMPANIES. | | DESCRIPTION OF RAILWAY (LENGTH IN MILES) — Concluded. | | | | | | |
|--------------------|---|---|--------------------------------|-------------------------------|---------------------------------------|--------------------------|---|----------------------------------|
| | | 78. — Railway Line Owned. | 79. — Second Main Track Owned. | 80. — Total Main Track Owned. | 81. — Sidings, Switches, etc., Owned. | 82. — Total Track Owned. | 83. — Leased Track and Trackage Rights. | 84. — Total Main Track Operated. |
| 76 | Old Colony (Brockton, etc.), . . . | 311.301 | 30.188 | 341.489 | 15.866 | 357.355 | 18.652 | 360.141 |
| 77 | Orange & Irving, . . . | — | — | — | — | — | — | — |
| 78 | Pembroke, * . . . | 7.356 | — | 7.356 | .341 | 7.697 | — | — |
| 79 | Phillipston, . . . | 7.310 | — | 7.310 | — | 7.310 | — | — |
| 80 | Pittsfield Electric, . . . | 14.402 | .749 | 15.151 | .584 | 15.735 | — | 15.151 |
| 81 | Plum Island Electric (Newbury, etc.), * | 4.152 | — | 4.152 | .353 | 4.505 | — | 4.152 |
| 82 | Plymouth & Kingston, * . . . | 8.750 | — | 8.750 | .600 | 9.350 | — | 8.750 |
| 83 | Plymouth & Sandwich, . . . | 4.413 | — | 4.413 | .213 | 4.626 | — | 4.413 |
| 84 | Providence & Fall River, . . . | 11.983 | — | 11.983 | .546 | 12.529 | — | 11.983 |
| 85 | Reading, Wakefield & Lynnfield, . . . | — | — | — | — | — | — | — |
| 86 | Shelburne Falls & Colrain, . . . | 6.530 | — | 6.530 | .480 | 7.010 | — | 6.530 |
| 87 | Somerville, . . . | 6.356 | 1.424 | 7.780 | .253 | 8.033 | — | — |
| 88 | Southbridge & Sturbridge, . . . | 7.595 | .153 | 7.748 | .262 | 8.010 | — | 7.748 |
| 89 | South Middlesex (Natick, etc.), . . . | 12.932 | — | 12.932 | .896 | 13.828 | 5.774 | 18.706 |
| 90 | So. Shore & Boston (Hingham, etc.), *. | 60.062 | 3.043 | 63.105 | 2.928 | 66.033 | 6.610 | 69.715 |
| 91 | Springfield, . . . | 57.128 | 11.535 | 68.663 | 4.969 | 73.632 | — | 68.663 |
| 92 | Springfield & Eastern, . . . | 28.374 | — | 28.374 | 1.895 | 30.269 | — | 28.374 |
| 93 | Stoughton & Randolph, . . . | 8.060 | — | 8.060 | 1.190 | 8.250 | — | — |
| 94 | Taunton, * . . . | 27.283 | 3.122 | 30.405 | 1.794 | 32.199 | .414 | 30.819 |
| 95 | Templeton, . . . | 10.563 | — | 10.563 | — | 10.563 | 7.310 | 17.873 |
| 96 | Union (New Bedford, etc.), . . . | 24.172 | 2.789 | 26.961 | 2.914 | 29.875 | .167 | 27.128 |
| 97 | Uxbridge & Blackstone, . . . | — | — | — | — | — | — | — |
| 98 | Waltham, . . . | 3.000 | — | 3.000 | — | 3.000 | — | — |
| 99 | Warren, Brookfield & Spencer, . . . | 19.607 | — | 19.607 | .491 | 20.098 | — | 19.607 |
| 100 | Webster & Dudley, . . . | 5.390 | — | 5.390 | .210 | 5.600 | — | 5.390 |

| | | | | | | | | |
|--------------------------------|---|-----------|---------|-----------|---------|-----------|---------|-----------|
| 101 | Wellesley & Boston, | 4,690 | - | 4,690 | .210 | 4,900 | 3,760 | 8,450 |
| 102 | Westborough & Hopkinton, | - | - | - | - | - | - | - |
| 103 | Westborough & Worcester,* | 5,770 | - | 5,770 | .130 | 5,900 | - | - |
| 104 | West End (Boston, etc.), | 161,004 | 136,131 | 297,135 | 37,164 | 334,299 | - | - |
| 105 | West Roxbury & Roslindale,* | 34,756 | 2,312 | 37,068 | 2,177 | 39,245 | - | 37,068 |
| 106 | Winnisimmet (Chelsea), | 1,005 | 1,005 | 2,010 | .143 | 2,153 | - | - |
| 107 | Woburn & Boston,* | 3,120 | - | 3,120 | .108 | 3,228 | - | 3,120 |
| 108 | Woonsocket (of Rhode Island), | 20,084 | - | 20,084 | .888 | 20,922 | - | 20,084 |
| 109 | Worcester & Blackstone Valley, | 10,770 | - | 10,770 | .330 | 11,100 | - | 10,770 |
| 110 | Worcester & Clinton,* | 11,160 | - | 11,160 | .418 | 11,578 | - | 11,160 |
| 111 | Worcester Consolidated, | 100,682 | 12,265 | 112,947 | 4,800 | 117,747 | 8,600 | 121,547 |
| 112 | Worcester & Marlborough,* | 16,870 | - | 16,870 | .660 | 17,530 | .490 | 17,360 |
| 113 | Worcester, Rochdale & Charlton Depot, | - | - | - | - | - | - | - |
| 114 | Worcester & Shrewsbury R.R., | 2,700 | - | 2,700 | .500 | 3,200 | - | - |
| 115 | Worcester & Shrewsbury St. Ry., | .425 | - | .425 | .034 | .459 | - | - |
| 116 | Worcester & Southbridge, | 20,000 | - | 20,000 | - | 20,000 | - | - |
| 117 | Worcester & Suburban,* | 20,867 | 1,776 | 22,643 | 1,429 | 24,072 | - | 22,643 |
| 118 | Worcester & Webster, | 14,914 | - | 14,914 | .817 | 15,731 | 2,368 | 17,282 |
| 119 | Woronoco (Westfield, etc.), | 10,260 | .342 | 10,602 | .452 | 11,054 | - | 10,602 |
| Totals, ¹ | | 1,904,744 | 272,232 | 2,176,976 | 132,090 | 2,309,066 | 487,321 | 2,215,459 |

¹ Not including the companies marked *, these companies having been consolidated during the year.

Tabulated Statements from Reports of Street Railway Companies—Continued.

| | | RAILWAY COMPANIES. | DESCRIPTION OF EQUIPMENT. | | | | | | | |
|----|--|---|---------------------------|--------------------------|---------------------------|-------------------------|-----------------|---------------------|----------------------|-------|
| | | | 85.—Box Passenger Cars. | 86.—Open Passenger Cars. | 87.—Total Passenger Cars. | 88.—Other Service Cars. | 89.—Snow Plows. | 90.—Other Vehicles. | 91.—Electric Motors. | |
| 1 | | Amesbury & Hampton, | — | 3 | — | — | — | — | — | — |
| 2 | | Amherst & Sunderland, | 3 | — | 6 | — | 2 | — | — | 12 |
| 3 | | Athol & Orange, | 5 | 5 | 10 | — | — | — | 1 | 22 |
| 4 | | Berkshire, | — | — | — | — | — | — | — | — |
| 5 | | Beverly & Danvers,* | — | — | — | — | — | — | — | — |
| 6 | | Blue Hill (Canton, etc.), | 9 | 2 | 11 | — | 1 | 1 | 1 | 26 |
| 7 | | Boston & Chelsea, | — | — | — | — | — | — | — | — |
| 8 | | Boston Elevated, | 1,844 | 1,600 | 3,444 | 38 | 287 | 1,069 | — | 4,487 |
| 9 | | Boston & Northern (Lynn, etc.), | 433 | 627 | 1,060 | 27 | 148 | 206 | — | 1,767 |
| 10 | | Boston & Revere Electric, | — | — | — | — | — | — | — | — |
| 11 | | Bristol County, | 6 | 8 | 14 | 1 | 1 | — | — | 60 |
| 12 | | Brockton & Plymouth, | 9 | 16 | 25 | 2 | 3 | 5 | — | 65 |
| 13 | | Citizen's Electric (Newburyport, etc.), | 16 | 27 | 43 | 3 | 4 | 7 | — | 62 |
| 14 | | Clinton & Hudson,* | — | — | — | — | — | — | — | — |
| 15 | | Commonwealth Avenue (Newton), | 13 | 21 | 34 | 1 | 3 | 5 | — | 68 |
| 16 | | Concord & Boston, | — | — | — | — | — | — | — | — |
| 17 | | Concord & Clinton, | — | — | — | — | — | — | — | — |
| 18 | | Concord, Maynard & Hudson, | 6 | 6 | 12 | 1 | — | — | — | 38 |
| 19 | | Conway Electric, | 3 | 2 | 5 | 10 | 1 | — | — | 10 |
| 20 | | Cottage City & Edgartown Traction, | 5 | 4 | 9 | 1 | — | 2 | — | 7 |
| 21 | | Dartmouth & Westport, | 11 | 12 | 23 | 3 | 2 | 1 | — | 70 |
| 22 | | East Middlesex (Malden, etc.), | — | — | — | — | — | — | — | — |
| 23 | | Easton, | — | — | — | — | — | — | — | — |
| 24 | | East Taunton, | 3 | 4 | 7 | — | — | — | — | — |
| 25 | | East Wareham, Onset Bay & P. I.,* | — | — | — | — | — | — | — | — |

| | | | | | | | | |
|----|-------------------------------------|----|----|-----|---|---|----|-----|
| 26 | Essex County, | 23 | 30 | 53 | 3 | 4 | 24 | 100 |
| 27 | Fitchburg & Leominster, | | | 53 | | | | |
| 28 | Fitchburg & Suburban,* | 3 | 5 | 8 | | | | 16 |
| 29 | Framingham, Southboro' & Marlboro', | 6 | 9 | 15 | 3 | 2 | 2 | 19 |
| 30 | Framingham Union, | | | | | | | |
| 31 | Gardner, Westminster & Fitchburg, | 9 | 12 | 21 | 2 | 2 | 1 | 39 |
| 32 | Georgetown, Rowley & Ipswich, | 8 | 9 | 17 | | 3 | | 34 |
| 33 | Globe (Fall River),* | | | | | | | |
| 34 | Gloucester & Rockport, | | | | | | | |
| 35 | Greenfield & Deerfield,. | | | | | | | |
| 36 | Greenfield & Turner's Falls, | 5 | 8 | 13 | 1 | 1 | 2 | 24 |
| 37 | Hampshire & Worcester, | 4 | | 4 | | | | 8 |
| 38 | Haverhill & Amesbury, | 18 | 35 | 53 | 1 | 8 | 11 | 80 |
| 39 | Haverhill & Andover, | | | | | | | |
| 40 | Haverhill, Georgetown & Danvers, | 3 | 3 | 6 | | 1 | | 14 |
| 41 | Haverhill & Southern New Hampshire, | | | | | | | |
| 42 | Holyoke, | 42 | 65 | 107 | 7 | 7 | 11 | 191 |
| 43 | Hoosac Valley (North Adams, etc.), | 11 | 13 | 24 | | 2 | 1 | 21 |
| 44 | Interstate Consolidated (of R. I.), | 21 | 28 | 49 | | 6 | 6 | 100 |
| 45 | Lawrence & Methuen, | | | | | | | |
| 46 | Lawrence & Reading, | 4 | 8 | 12 | | 1 | | 44 |
| 47 | Leominster & Clinton,* | | | | | | | |
| 48 | Lexington & Boston, | 16 | 24 | 40 | 1 | 4 | 4 | 114 |
| 49 | Linwood, | 3 | | 3 | | | | 8 |
| 50 | Lowell & Boston,. | | 5 | 5 | | | | 20 |
| 51 | Lowell, Lawrence & Haverhill,* | | | | | | | |
| 52 | Lowell & Suburban,* | 7 | 10 | 17 | 1 | 3 | 3 | 29 |
| 53 | Marlborough, | 6 | 6 | 12 | 1 | 2 | | 30 |
| 54 | Marlborough & Westborough, | | | 2 | | | | 4 |
| 55 | Martha's Vineyard, | 2 | | | | | | |

Tabulated Statements from Reports of Street Railway Companies — Continued.

| | | RAILWAY COMPANIES. | DESCRIPTION OF EQUIPMENT — Continued. | | | | | | |
|----|--|---|---------------------------------------|-----------------------------|------------------------------|----------------------------|--------------------|------------------------|-------------------------|
| | | | 85.—Box Passenger Cars. | 86.—Open Passenger Cars. | 87.—Total Passenger Cars. | 88.—Other Service Cars. | 89.—Snow Plows. | 90.—Other Vehicles. | 91.—Electric Motors. |
| 56 | | Medfield & Medway, | 5 | 3 | 8 | — | 2 | — | 10 |
| 57 | | Middleboro', Wareham & Buz. Bay, | — | 12 | 12 | — | — | — | 24 |
| 58 | | Middleton & Danvers, | 2 | — | 2 | — | — | — | — |
| 59 | | Milford, Attleboro' & Woonsocket, | 10 | 12 | 22 | — | 3 | 1 | 70 |
| 60 | | Milford, Holliston & Frammingham, | 15 | 15 | 30 | 2 | 4 | 1 | 66 |
| 61 | | Milford & Uxbridge, | — | — | — | — | — | — | — |
| 62 | | Mt. Tom (Northampton), | — | — | — | — | — | — | — |
| 63 | | Natick & Cohituate, | 12 | 12 | 24 | 1 | 3 | — | 49 |
| 64 | | Natick & Needham, | — | — | — | — | — | — | — |
| 65 | | New Bedford & Onset, | 6 | 12 | 18 | 6 | — | 2 | 72 |
| 66 | | Newton, | 22 | 20 | 42 | 3 | 4 | 9 | 65 |
| 67 | | Newton & Boston, | 11 | 15 | 26 | 2 | 3 | 8 | 62 |
| 68 | | Newtonville & Watertown, | — | — | — | — | — | — | — |
| 69 | | Norfolk Western (Dedham, etc.), | 10 | 3 | 13 | 1 | 2 | 2 | 12 |
| 70 | | Northampton, | 21 | 21 | 42 | 9 | 4 | 9 | 110 |
| 71 | | Northampton & Amherst, | 7 | 8 | 15 | 3 | 2 | 2 | 26 |
| 72 | | North End (Worcester), | — | — | — | — | — | — | — |
| 73 | | North Woburn,* | 9 | 9 | 18 | — | 5 | 6 | 18 |
| 74 | | Norton & Taunton, | 10 | 8 | 18 | 2 | 4 | — | 34 |
| 75 | | Norwood, Canton & Sharon, | 4 | — | 4 | — | — | — | 8 |
| 76 | | Old Colony (Brockton, etc.), | 284 | 408 | 692 | 44 | 87 | 66 | 1,220 |
| 77 | | Orange & Erving, | — | — | — | — | — | — | — |
| 78 | | Pembroke,* | — | — | — | — | — | — | — |
| 79 | | Phillipston, | — | — | — | — | — | — | — |
| 80 | | Pittsfield Electric, | 11 | 12 | 23 | 1 | 2 | 4 | 52 |

| | | | | | | | | |
|-----|--|----|-----|-----|----|---|----|-----|
| 81 | Plum Island Electric (Newbury, etc.),* | - | 8 | 8 | 1 | - | 1 | 16 |
| 82 | Plymouth & Kingston,* | 6 | 8 | 14 | - | 1 | 5 | 28 |
| 83 | Plymouth & Sandwich, | 2 | 2 | 4 | - | 1 | - | 8 |
| 84 | Providence & Fall River, | 6 | 10 | 16 | 3 | 1 | 1 | 52 |
| 85 | Reading, Wakefield & Lynnfield, | - | - | - | - | - | - | - |
| 86 | Shelburne Falls & Colrain, | 3 | 2 | 5 | 1 | - | - | 6 |
| 87 | Somerville, | - | 5 | 11 | 1 | - | - | 20 |
| 88 | Southbridge & Sturbridge, | 6 | 14 | 25 | 3 | - | - | 60 |
| 89 | South Middlesex (Natick, etc.), | 11 | 60 | 99 | 13 | - | - | 166 |
| 90 | So. Shore & Boston (Hingham, etc.),* | 39 | 103 | 196 | 16 | - | 10 | 478 |
| 91 | Springfield, | 93 | 18 | 28 | 4 | - | 1 | 78 |
| 92 | Springfield & Eastern, | 10 | - | - | - | - | - | - |
| 93 | Stoughton & Randolph, | - | 30 | 54 | 6 | - | 5 | 97 |
| 94 | Taunton,* | 24 | 6 | 13 | 2 | - | - | 26 |
| 95 | Templeton, | 7 | 50 | 90 | 7 | - | 14 | 130 |
| 96 | Union (New Bedford, etc.), | 40 | - | - | - | - | - | - |
| 97 | Uxbridge & Blackstone, | - | - | 16 | 2 | - | 1 | 32 |
| 98 | Waltham, | - | 10 | 8 | 1 | - | - | 16 |
| 99 | Warren, Brookfield & Spencer, | 6 | 6 | 14 | 1 | - | - | 35 |
| 100 | Webster & Dudley, | 2 | 9 | - | - | - | - | - |
| 101 | Wellesley & Boston, | 5 | - | - | - | - | - | - |
| 102 | Westborough & Hopkinton, | - | - | - | - | - | - | - |
| 103 | Westborough & Worcester,* | - | - | - | - | - | - | - |
| 104 | West End (Boston, etc.), | - | 52 | 86 | 8 | - | 7 | 172 |
| 105 | West Roxbury & Roslindale,* | 34 | - | - | - | - | - | - |
| 106 | Winnimmet (Chelsea), | - | 3 | 5 | 3 | - | - | 10 |
| 107 | Woburn & Boston,* | 2 | 21 | 33 | 2 | - | 11 | 57 |
| 108 | Woonsocket (of Rhode Island), | 12 | 10 | 16 | 2 | - | - | 50 |
| 109 | Worcester & Blackstone Valley, | 6 | 6 | 13 | 2 | - | 1 | 26 |
| 110 | Worcester & Clinton,* | 7 | - | - | - | - | - | - |

Tabulated Statements from Reports of Street Railway Companies — Continued.

| | RAILWAY COMPANIES. | DESCRIPTION OF EQUIPMENT — Concluded. | | | | | | 91. — Electric Motors. |
|-----|---|---------------------------------------|----------------------------|-----------------------------|---------------------------|-------------------|-----------------------|------------------------|
| | | 85. — Box Passenger Cars. | 86. — Open Passenger Cars. | 87. — Total Passenger Cars. | 88. — Other Service Cars. | 89. — Snow Plows. | 90. — Other Vehicles. | |
| 111 | Worcester Consolidated, . . . | 158 | 167 | 325 | 13 | 29 | 41 | 641 |
| 112 | Worcester & Marlborough,* . . | 11 | 9 | 20 | 7 | 3 | 3 | 42 |
| 113 | Worcester, Rochdale & Charlton Depot, . | - | - | - | - | - | - | - |
| 114 | Worcester & Shrewsbury R.R., . | - | - | - | - | - | - | - |
| 115 | Worcester & Shrewsbury St. Ry., . | - | - | - | - | - | - | - |
| 116 | Worcester & Southbridge, . . . | - | - | - | - | - | - | - |
| 117 | Worcester & Suburban,* . . . | 33 | 18 | 51 | 2 | 10 | 10 | 114 |
| 118 | Worcester & Webster, . . . | 7 | 10 | 17 | 1 | 2 | 4 | 66 |
| 119 | Woronoco (Westfield, etc.), . . | 11 | 14 | 25 | 2 | 2 | 2 | 46 |
| | Totals, ¹ | 3,372 | 3,625 | 6,997 | 233 | 701 | 1,554 | 11,284 |

¹ Not including the companies marked *, these companies having been consolidated during the year.

Tabulated Statements from Reports of Street Railway Companies — Continued.

| | | VOLUME OF TRAFFIC. | | | | STOCKHOLDERS. | | | 98.—Stock held in Massachusetts. |
|----|---|-------------------------------|---|--------------------|--------------------------|-------------------|-----------------------|--------------|----------------------------------|
| | | 92.—Total Passengers Carried. | 93.—Average Number per Mile of Main Track Operated. | 94.—Car Miles Run. | 95.—Number of Employees. | 96.—Total Number. | 97.—In Massachusetts. | | |
| 1 | Amesbury & Hampton, | — | — | — | — | 7 | 6 | \$99,900 00 | |
| 2 | Amherst & Sunderland, | 292,735 | 28,926 | 103,643 | 12 | 107 | 105 | 47,400 00 | |
| 3 | Athol & Orange, | 736,002 | 106,977 | 137,056 | 16 | 10 | 9 | 73,300 00 | |
| 4 | Berkshire, | — | — | — | — | 63 | 55 | 307,590 00 | |
| 5 | Beverly & Danvers,* | 74,572 | 17,092 | 27,560 | 4 | — | — | — | |
| 6 | Blue Hill (Canton, etc.), | 44,683 | 4,189 | 139,058 | 25 | 41 | 39 | 145,000 00 | |
| 7 | Boston & Chelsea, | — | — | — | — | 103 | 77 | 98,350 00 | |
| 8 | Boston Elevated, | 213,703,983 | 592,633 | 43,631,384 | 7,729 | 2,144 | 1,808 | 7,680,700 00 | |
| 9 | Boston & Northern (Lynn, etc.), | 54,821,850 | 133,435 | 10,646,538 | 1,855 | 27 | 27 | 6,123,000 00 | |
| 10 | Boston & Revere Electric, | — | — | — | — | 17 | 15 | 45,000 00 | |
| 11 | Bristol County, | 326,083 | 20,329 | 152,080 | 28 | 27 | 24 | 190,000 00 | |
| 12 | Brookton & Plymouth, | 1,653,013 | 74,827 | 418,385 | 56 | 75 | 71 | 290,000 00 | |
| 13 | Citizen's Electric (Newburyport, etc.), | 1,799,982 | 80,245 | 395,898 | 80 | 29 | 28 | 233,900 00 | |
| 14 | Clinton & Hudson,* | 24,882 | 3,124 | 5,359 | — | — | — | — | |
| 15 | Commonwealth Avenue (Newton), | 1,780,716 | 137,762 | 436,952 | 46 | 26 | 25 | 287,500 00 | |
| 16 | Concord & Boston, | 13,544 | 5,530 | 8,485 | 10 | 13 | 13 | 50,000 00 | |
| 17 | Concord & Clinton, | — | — | — | — | 13 | 13 | 60,000 00 | |
| 18 | Concord, Maynard & Hudson, | 52,347 | 6,254 | 11,333 | 30 | 15 | 15 | 50,000 00 | |
| 19 | Conway Electric, | 63,188 | 10,692 | 30,558 | 5 | 81 | 77 | 30,850 00 | |
| 20 | Cottage City & Edgartown Traction, | 78,378 | 14,650 | 18,318 | 10 | 5 | 5 | 60,000 00 | |
| 21 | Dartmouth & Westport, | 2,446,528 | 12,934 | 326,574 | 40 | 67 | 60 | 115,700 00 | |
| 22 | East Middlesex (Malden, etc.), | — | — | — | — | 108 | 97 | 277,100 00 | |
| 23 | Easton, | — | — | — | — | — | — | — | |
| 24 | East Taunton, | 560,567 | 49,957 | 134,589 | 11 | 84 | 84 | 110,000 00 | |
| 25 | East Wareham, Onset Bay & P. I.,* | 5,167 | 2,566 | 1,023 | — | — | — | — | |

Tabulated Statements from Reports of Street Railway Companies — Continued.

| RAILWAY COMPANIES. | | VOLUME OF TRAFFIC — Continued. | | | | STOCKHOLDERS — Continued. | | | 98. — Stock held in Massachusetts. |
|--------------------|---|---------------------------------|---|----------------------|----------------------------|---------------------------|-------------------------|------------|------------------------------------|
| | | 92. — Total Passengers Carried. | 93. — Average Number per Mile of Main Track Operated. | 94. — Car Miles Run. | 95. — Number of Employees. | 96. — Total Number. | 97. — In Massachusetts. | | |
| 26 | Essex County, | — | — | — | — | 16 | 14 | \$6,700 00 | |
| 27 | Fitchburg & Leominster, | 3,633,762 | 134,494 | 876,270 | 100 | 97 | 94 | 342,900 00 | |
| 28 | Fitchburg & Suburban,* | 20,553 | 3,213 | 4,633 | — | — | — | — | |
| 29 | Framingham, Southboro' & Marlboro', | 389,261 | 52,159 | 142,526 | — | 7 | 7 | 80,000 00 | |
| 30 | Framingham Union, | 750,069 | 115,377 | 152,893 | 14 | 20 | 20 | 30,000 00 | |
| 31 | Gardner, Westminster & Fitchburg, | 1,064,260 | 67,874 | 273,016 | 42 | 74 | 72 | 183,400 00 | |
| 32 | Georgetown, Rowley & Ipswich, | 784,824 | 42,359 | 263,106 | 30 | 25 | 25 | 180,000 00 | |
| 33 | Globe (Fall River),* | 3,258,678 | 45,209 | 593,205 | — | — | — | — | |
| 34 | Gloucester & Rockport, | — | — | — | — | 12 | 12 | 30,000 00 | |
| 35 | Greenfield & Deerfield, | — | — | — | — | 8 | 8 | 12,500 00 | |
| 36 | Greenfield & Turner's Falls, | 898,794 | 61,376 | 188,552 | 23 | 114 | 107 | 112,500 00 | |
| 37 | Hampshire & Worcester, | 32,705 | 6,182 | 11,000 | 10 | 50 | 50 | 75,000 00 | |
| 38 | Haverhill & Amesbury, | 2,264,628 | 81,877 | 501,652 | 50 | 19 | 16 | 134,900 00 | |
| 39 | Haverhill & Andover, | — | — | — | — | 12 | 12 | 40,000 00 | |
| 40 | Haverhill, Georgetown & Danvers, | 406,465 | 63,930 | 105,392 | 12 | 16 | 16 | 60,000 00 | |
| 41 | Haverhill & Southern New Hampshire, | — | — | — | — | 17 | 17 | 30,000 00 | |
| 42 | Holyoke, | 5,738,258 | 154,474 | 1,491,000 | 240 | 205 | 182 | 641,400 00 | |
| 43 | Hoosac Valley (North Adams, etc.), | 1,928,185 | 148,003 | 512,852 | 60 | 10 | 10 | 100,000 00 | |
| 44 | Interstate Consolidated (of R. I.), | 3,455,105 | 148,199 | 722,720 | 94 | 6 | 2 | 4,000 00 | |
| 45 | Lawrence & Methuen, | — | — | — | — | 15 | 15 | 35,000 00 | |
| 46 | Lawrence & Reading, | 685,260 | 55,209 | 251,809 | 31 | 14 | 13 | 105,000 00 | |
| 47 | Leominster & Clinton,* | 722,166 | 19,515 | 250,724 | — | — | — | — | |
| 48 | Lexington & Boston, | 2,348,035 | 77,043 | 542,789 | 82 | 89 | 88 | 420,000 00 | |
| 49 | Linwood, | 217,320 | 124,825 | 36,155 | 6 | 17 | 16 | 11,700 00 | |
| 50 | Lowell & Boston, | 56,339 | 6,345 | 20,355 | 10 | 13 | 13 | 90,000 00 | |

| | | | | | | | | | |
|----|---------------------------------------|------------|---------|-----------|-------|-----|-----|-----------|----|
| 51 | Lowell, Lawrence & Haverhill, * | 11,434,996 | 79,665 | 2,591,202 | - | - | - | - | - |
| 52 | Lowell & Suburban, * | 1,255,056 | 16,048 | 298,945 | - | - | - | - | - |
| 53 | Marlborough, * | 819,797 | 54,639 | 176,772 | 40 | 13 | 13 | 80,000 | 00 |
| 54 | Marlborough & Westborough, * | 363,550 | 26,910 | 86,965 | 25 | 33 | 32 | 157,500 | 00 |
| 55 | Martha's Vineyard, * | 21,742 | 19,765 | 5,807 | 4 | - | - | 6,742 | 50 |
| 56 | Medfield & Medway, * | 477,679 | 43,390 | 197,883 | 18 | 15 | 15 | 100,000 | 00 |
| 57 | Middleboro', Wareham & Buz. Bay, * | 70,225 | 3,723 | 22,167 | 14 | 77 | 77 | 75,000 | 00 |
| 58 | Middleton & Danvers, * | 30,879 | 12,297 | 9,178 | 4 | 13 | 13 | 32,000 | 00 |
| 59 | Milford, Attleborough & Woonsocket, * | 1,481,114 | 49,370 | 554,000 | 42 | 64 | 64 | 250,000 | 00 |
| 60 | Milford, Holliston & Framingham, * | 2,476,802 | 114,238 | 548,313 | 54 | 78 | 11 | 35,600 | 00 |
| 61 | Milford & Uxbridge, * | - | - | - | - | 23 | 10 | 7,100 | 00 |
| 62 | Mt. Tom (Northampton), * | - | - | - | - | 103 | 95 | 89,600 | 00 |
| 63 | Natick & Cohituate, * | 1,428,991 | 83,062 | 450,815 | 40 | 94 | 93 | 99,900 | 00 |
| 64 | Natick & Needham, * | 83,283 | 16,156 | 80,919 | 12 | 11 | 11 | 50,000 | 00 |
| 65 | New Bedford & Onset, * | 188,994 | 7,462 | 22,915 | 30 | 79 | 79 | 200,000 | 00 |
| 66 | Newton, * | 2,691,172 | 153,474 | 579,485 | 62 | 87 | 83 | 306,300 | 00 |
| 67 | Newton & Boston, * | 1,638,882 | 124,564 | 413,415 | 80 | 29 | 29 | 198,800 | 00 |
| 68 | Newtonville & Watertown, * | - | - | - | - | 19 | 19 | 50,000 | 00 |
| 69 | Norfolk Western (Dedham, etc.), * | 515,289 | 56,756 | 178,361 | 16 | 35 | 35 | 100,000 | 00 |
| 70 | Northampton, * | 2,624,703 | 107,707 | 773,782 | 105 | 186 | 158 | 269,700 | 00 |
| 71 | Northampton & Amherst, * | 867,431 | 63,008 | 211,871 | 30 | 69 | 65 | 84,400 | 00 |
| 72 | North End (Worcester), * | - | - | - | - | 27 | 26 | 109,900 | 00 |
| 73 | North Woburn, * | 554,092 | 71,774 | 120,868 | 18 | 16 | 16 | 100,000 | 00 |
| 74 | Norton & Taunton, * | 1,067,681 | 36,307 | 374,309 | 55 | 72 | 71 | 257,000 | 00 |
| 75 | Norwood, Canton & Sharon, * | 18,731 | 4,005 | 5,587 | 10 | 13 | 13 | 62,500 | 00 |
| 76 | Old Colony (Brockton, etc.), * | 38,883,546 | 107,968 | 7,778,747 | 1,538 | 55 | 55 | 5,777,700 | 00 |
| 77 | Orange & Erving, * | - | - | - | - | 17 | 17 | 20,000 | 00 |
| 78 | Pembroke, * | - | - | - | - | 1 | 1 | 18,600 | 00 |
| 79 | Phillipston, * | - | - | - | - | 1 | 1 | 129,987 | 00 |
| 80 | Pittsfield Electric, * | 1,760,212 | 116,178 | 372,243 | 47 | 41 | 38 | - | - |

Tabulated Statements from Reports of Street Railway Companies — Continued.

| RAILWAY COMPANIES. | | VOLUME OF TRAFFIC — Concluded. | | | | STOCKHOLDERS — Concluded. | | 98. — Stock held in Massachusetts. |
|--------------------|--|---------------------------------|---|----------------------|----------------------------|---------------------------|-------------------------|------------------------------------|
| | | 92. — Total Passengers Carried. | 93. — Average Number per Mile of Main Track Operated. | 94. — Car Miles Run. | 95. — Number of Employees. | 96. — Total Number. | 97. — In Massachusetts. | |
| 81 | Plum Island Electric (Newbury, etc.),* | 1,590 | 383 | 1,615 | 10 | 7 | 7 | \$40,000 00 |
| 82 | Plymouth & Kingston,* | 79,212 | 9,053 | 20,499 | 26 | 41 | 37 | 95,000 00 |
| 83 | Plymouth & Sandwich, | 60,627 | 13,738 | 39,100 | 5 | 35 | 32 | 28,700 00 |
| 84 | Providence & Fall River, | 392,406 | 32,747 | 72,563 | 24 | 34 | 32 | 155,000 00 |
| 85 | Reading, Wakefield & Lynnfield, | — | — | — | — | 20 | 20 | 6,000 00 |
| 86 | Shelburne Falls & Colrain, | 162,637 | 24,906 | 54,236 | 11 | 106 | 98 | 41,400 00 |
| 87 | Somerville, | — | — | — | — | 5 | 5 | 153,000 00 |
| 88 | Southbridge & Sturbridge, | 557,728 | 71,983 | 146,328 | 15 | 34 | 33 | 59,200 00 |
| 89 | South Middlesex (Natick, etc.), | 1,416,232 | 75,710 | 339,775 | 48 | 39 | 36 | 99,200 00 |
| 90 | So. Shore & Boston (Hingham, etc.),* | 635,427 | 9,115 | 158,718 | 177 | 60 | 56 | 840,000 00 |
| 91 | Springfield, | 15,165,443 | 220,868 | 3,937,171 | 460 | 486 | 424 | 1,822,400 00 |
| 92 | Springfield & Eastern, | 1,134,686 | 39,990 | 388,877 | 47 | 89 | 80 | 96,800 00 |
| 93 | Stoughton & Randolph, | — | — | — | — | 34 | 33 | 79,300 00 |
| 94 | Taunton,* | 83,239 | 2,701 | 15,005 | 100 | 20 | 19 | 522,600 00 |
| 95 | Templeton, | — | — | — | — | 80 | 80 | 50,000 00 |
| 96 | Union (New Bedford, etc.), | 5,070,707 | 186,918 | 1,147,002 | 180 | 119 | 108 | 344,100 00 |
| 97 | Uxbridge & Blackstone, | — | — | — | — | 28 | 28 | 29,450 00 |
| 98 | Waltham, | — | — | — | — | 23 | 22 | 58,000 00 |
| 99 | Warren, Brookfield & Spencer, | 1,236,235 | 63,051 | 364,244 | 36 | 19 | 19 | 150,000 00 |
| 100 | Webster & Dudley, | 435,267 | 80,755 | 117,416 | 19 | 55 | 50 | 46,600 00 |
| 101 | Wellesley & Boston, | 1,319,613 | 156,167 | 245,452 | 24 | 15 | 15 | 115,000 00 |
| 102 | Westborough & Hopkinton, | — | — | — | — | 17 | 17 | 20,000 00 |
| 103 | Westborough & Worcester,* | — | — | — | — | 27 | 27 | 60,000 00 |
| 104 | West End (Boston, etc.), | — | — | — | — | 7,976 | 7,023 | 13,941,200 00 |
| 105 | West Roxbury & Roslindale,* | 988,890 | 26,678 | 248,732 | 141 | 22 | 22 | 800,000 00 |

| | | | | | | | | | | |
|-----|---------------------------------------|-------------|---------|---|------------|---|---------------------|---------------------|---------------------|------------------------------|
| 106 | Winnimmet (Chelsea), | - | - | - | - | - | - | - | 37 | 49,650 00 |
| 107 | Woburn & Boston,* | 66,333 | 21,261 | - | 30,000 | - | 8 | 39 | 17 | 75,000 00 |
| 108 | Woonsocket (of Rhode Island), | 1,940,760 | 96,632 | - | 373,395 | - | 75 | 17 | 13 | 281,700 00 |
| 109 | Worcester & Blackstone Valley, | 644,384 | 59,831 | - | 166,867 | - | 40 | 18 | 18 | 60,000 00 |
| 110 | Worcester & Clinton,* | 36,062 | 3,231 | - | 13,457 | - | 37 | 16 | 16 | 150,000 00 |
| 111 | Worcester Consolidated, | 20,369,513 | 167,585 | - | 4,629,736 | - | 704 | 27 | 26 | 2,549,000 00 |
| 112 | Worcester & Marlborough,* | 440,494 | 26,374 | - | 131,404 | - | 40 | 18 | 18 | 238,900 00 |
| 113 | Worcester, Rochdale & Charlton Depot, | - | - | - | - | - | - | 12 | 12 | 57,500 00 |
| 114 | Worcester & Shrewsbury R.R., | - | - | - | - | - | - | 6 | 6 | 36,825 00 |
| 115 | Worcester & Shrewsbury St. Ry., | - | - | - | - | - | - | 6 | 6 | 20,000 00 |
| 116 | Worcester & Southbridge, | - | - | - | - | - | - | 25 | 25 | 150,000 00 |
| 117 | Worcester & Suburban,* | 1,310,492 | 57,876 | - | 260,766 | - | 125 | 19 | 18 | 542,300 00 |
| 118 | Worcester & Webster, | 930,884 | 53,864 | - | 289,597 | - | 38 | 27 | 19 | 75,600 00 |
| 119 | Woronoco (Westfield, etc.), | 1,200,340 | 113,218 | - | 393,279 | - | 40 | 50 | 48 | 147,300 00 |
| | Totals, | 433,526,935 | 195,683 | - | 93,005,225 | - | 14,749 ¹ | 14,598 ¹ | 12,933 ¹ | \$48,371,554 50 ¹ |

¹ Not including the companies marked *, these companies having been consolidated during the year.

Tabulated Statements from Reports of Street Railway Companies — Continued.

| RAILWAY COMPANIES. | | ACCIDENTS DURING THE YEAR ENDING SEPTEMBER 30, 1901. | | | | | | |
|--------------------|---|--|-------------------------|---------------------------|-------------|--------------------|-------------|---|
| | | 99.—To Pas- sengers. | 100.—To Em- ployees. | 101.—To other Persons. | 102.—Fatal. | 103.—Not Fatal. | 104.—Total. | 105.—Total during Preceding Year. |
| 1 | Amesbury & Hampton, | — | — | — | — | — | — | — |
| 2 | Amherst & Sunderland, | 1 | 2 | — | — | 3 | 3 | 3 |
| 3 | Athol & Orange, . . . | — | — | — | — | — | — | 1 |
| 4 | Berkshire, . . . | — | — | — | — | — | — | — |
| 5 | Beverly & Danvers, . . | — | — | — | — | — | — | 3 |
| 6 | Blue Hill (Canton, etc.), | 5 | 2 | 2 | — | 9 | 9 | 6 |
| 7 | Boston & Chelsea, . . . | — | — | — | — | — | — | — |
| 8 | Boston Elevated, . . . | 1,188 | 30 | 626 | 38 | 1,806 | 1,844 | 1,609 |
| 9 | Boston & Northern (Lynn, etc.), | 23 | 2 | 8 | 6 | 27 | 33 | 82 |
| 10 | Boston & Revere Electric, | — | — | — | — | — | — | — |
| 11 | Bristol County, . . . | — | — | 1 | — | 1 | 1 | — |
| 12 | Brockton & Plymouth, | 10 | 4 | 3 | 2 | 15 | 17 | 2 |
| 13 | Citizen's Electric (Newburyport, etc.), | 12 | — | 2 | 1 | 13 | 14 | 10 |
| 14 | Clinton & Hudson, . . . | — | — | 2 | — | — | — | 1 |
| 15 | Commonwealth Avenue (Newton), | — | — | 2 | — | 2 | 2 | 8 |
| 16 | Concord & Boston, | — | — | — | — | — | — | — |
| 17 | Concord & Clinton, | — | — | — | — | — | — | — |
| 18 | Concord, Maynard & Hudson, | — | — | — | — | — | — | — |
| 19 | Conway Electric, | — | — | — | — | — | — | — |
| 20 | Cottage City & Edgartown Traction, | — | — | — | — | — | — | — |
| 21 | Dartmouth & Westport, | 2 | — | 5 | — | 7 | 7 | 10 |
| 22 | East Middlesex (Malden, etc.), | — | — | — | — | — | — | — |
| 23 | Easton, . . . | — | — | — | — | — | — | — |
| 24 | East Taunton | 2 | — | — | — | 2 | 2 | 1 |
| 25 | East Wareham, Onset Bay & P. I., | — | — | — | — | — | — | — |

| | | | | | | | | |
|----|---|----|---|----|---|----|----|----|
| 26 | Essex County, | 11 | 1 | 15 | 1 | 26 | 27 | 26 |
| 27 | Fitchburg & Leominster, | - | - | 1 | - | 1 | 1 | 1 |
| 28 | Fitchburg & Suburban, | - | - | 1 | - | 2 | 2 | 3 |
| 29 | Framingham, Southboro' & Marlboro', | 2 | - | - | - | - | - | - |
| 30 | Framingham Union, | - | - | - | - | - | - | - |
| 31 | Gardner, Westminster & Fitchburg, | 21 | 1 | 2 | - | 24 | 24 | 7 |
| 32 | Georgetown, Rowley & Ipswich, | 1 | - | 1 | - | 2 | 2 | 6 |
| 33 | Globe (Fall River), | - | 1 | - | - | 1 | 1 | 71 |
| 34 | Gloucester & Rockport, | - | - | - | - | - | - | - |
| 35 | Greenfield & Deerfield, | - | - | - | - | - | - | - |
| 36 | Greenfield & Turner's Falls, | - | - | - | - | - | - | 1 |
| 37 | Hampshire & Worcester, | - | - | - | - | - | - | - |
| 38 | Haverhill & Amesbury, | 22 | 5 | 2 | 2 | 27 | 29 | 6 |
| 39 | Haverhill & Andover, | - | - | - | - | - | - | - |
| 40 | Haverhill, Georgetown & Danvers, | 3 | 1 | 4 | 1 | 7 | 8 | 4 |
| 41 | Haverhill & Southern New Hampshire, | - | - | - | - | - | - | - |
| 42 | Holyoke, | 23 | 1 | 9 | - | 33 | 33 | 25 |
| 43 | Hoosac Valley (North Adams, etc.), | 4 | 1 | 3 | 1 | 7 | 8 | 5 |
| 44 | Interstate Consolidated (of R. I.), | 9 | 1 | 7 | - | 17 | 17 | 22 |
| 45 | Lawrence & Methuen, | - | - | - | - | - | - | - |
| 46 | Lawrence & Reading, | - | - | - | - | - | - | - |
| 47 | Leominster & Clinton, | - | - | 4 | - | 4 | 4 | 4 |
| 48 | Lexington & Boston, | 1 | - | 6 | 3 | 4 | 7 | 1 |
| 49 | Linwood, | - | - | - | - | - | - | - |
| 50 | Lowell & Boston, | - | - | 1 | - | 1 | 1 | - |
| 51 | Lowell, Lawrence & Haverhill, | 2 | 1 | - | 2 | 1 | 3 | 81 |
| 52 | Lowell & Suburban, | - | - | - | - | - | - | 76 |
| 53 | Marlborough, | 2 | - | - | - | 2 | 2 | 4 |
| 54 | Marlborough & Westborough, | 1 | - | 1 | - | 2 | 2 | - |
| 55 | Martha's Vineyard, | - | - | - | - | - | - | - |

Tabulated Statements from Reports of Street Railway Companies — Continued.

| | | ACCIDENTS DURING THE YEAR ENDING SEPTEMBER 30, 1901 — Continued. | | | | | | |
|----|---------------------------------------|--|---------------------------|-----------------------------|---------------|----------------------|---------------|---|
| | RAILWAY COMPANIES. | 99. — To Pas- sengers. | 100. — To Em- ployees. | 101. — To other Persons. | 102. — Fatal. | 103. — Not Fatal. | 104. — Total. | 105. — Total during Preceding Year. |
| | | | | | | | | |
| 56 | Medfield & Medway, . . . | 2 | - | - | - | 2 | 2 | - |
| 57 | Middleboro, Wareham & Buz. Bay, . . | - | - | - | - | - | - | - |
| 58 | Middleton & Danvers, . . . | 8 | - | - | 1 | 13 | 14 | 4 |
| 59 | Milford, Attleborough & Woonsocket, . | 10 | - | 6 | 2 | 14 | 16 | 28 |
| 60 | Milford, Holliston & Framingham, . . | | | | | | | |
| 61 | Milford & Uxbridge, . . . | - | - | - | - | - | - | - |
| 62 | Mt. Tom (Northampton), . . . | - | - | - | - | - | - | - |
| 63 | Natick & Cohituate, . . . | - | - | - | - | - | - | - |
| 64 | Natick & Needham, . . . | 2 | - | - | - | 2 | 2 | 10 |
| 65 | New Bedford & Onset, . . . | 1 | - | - | - | 1 | 1 | - |
| 66 | Newton, . . . | 3 | - | 1 | - | 4 | 4 | 5 |
| 67 | Newton & Boston, . . . | 6 | - | - | - | 6 | 6 | 4 |
| 68 | Newtonville & Watertown, . . . | - | - | - | - | - | - | - |
| 69 | Norfolk Western (Dedham, etc.), . . | 3 | 1 | 1 | - | 5 | 5 | - |
| 70 | Northampton, . . . | 11 | 1 | 4 | - | 16 | 16 | 8 |
| 71 | Northampton & Amherst, . . . | - | - | - | - | - | - | - |
| 72 | North End (Worcester), . . . | 2 | 1 | 3 | 1 | 5 | 6 | 2 |
| 73 | North Woburn, . . . | - | - | - | - | - | - | - |
| 74 | Norton & Taunton, . . . | 4 | - | 1 | - | 5 | 5 | 3 |
| 75 | Norwood, Canton & Sharon, . . . | - | - | 4 | - | - | 4 | 2 |
| 76 | Old Colony (Brockton, etc.), . . . | 29 | - | 4 | 5 | 28 | 33 | 64 |
| 77 | Orange & Erving, . . . | - | - | - | - | - | - | - |
| 78 | Pembroke, . . . | - | - | - | - | - | - | - |
| 79 | Phillipston, . . . | - | - | - | - | - | - | - |
| 80 | Pittsfield Electric, . . . | - | - | - | - | - | - | 7 |

Tabulated Statements from Reports of Street Railway Companies — Concluded.

| ACCIDENTS DURING THE YEAR ENDING SEPTEMBER 30, 1901 — Concluded. | | | | | | | | |
|--|---------------------------------------|---------------------------|---------------------------|-----------------------------|---------------|----------------------|---------------|---|
| RAILWAY COMPANIES. | | 99. — To Pas- sengers. | 100. — To Em- ployees. | 101. — To other Persons. | 102. — Fatal. | 103. — Not Fatal. | 104. — Total. | 105. — Total during Preceding Year. |
| 111 | Worcester Consolidated, | 55 | 4 | 46 | 3 | 102 | 105 | 83 |
| 112 | Worcester & Marlborough, | — | — | 1 | — | 1 | 1 | 1 |
| 113 | Worcester, Rochdale & Charlton Depot, | — | — | — | — | — | — | — |
| 114 | Worcester & Shrewsbury R.R., | — | — | — | — | — | — | — |
| 115 | Worcester & Shrewsbury St. Ry., | — | — | — | — | — | — | — |
| 116 | Worcester & Southbridge, | — | — | — | — | — | — | — |
| 117 | Worcester & Suburban, | 11 | — | — | — | 11 | 11 | 25 |
| 118 | Worcester & Webster, | 3 | — | 4 | — | 7 | 7 | 57 |
| 119 | Woronoco (Westfield, etc.), | 1 | — | 2 | — | 3 | 3 | 2 |
| Totals, | | 1,620 | 77 | 836 | 76 | 2,457 | 2,533 | 2,604 |

PART II.

RAILROAD AND STREET RAILWAY
RETURNS.

[AS CORRECTED BY THE BOARD.]

RETURN

OF THE

ATTLEBOROUGH BRANCH RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1901.

[Leased to and operated by the New York, New Haven & Hartford.]

| GENERAL EXHIBIT FOR THE YEAR. | | |
|--|--------------|--------------|
| Rental received from lease of road, | | \$9,219 00 |
| Dividends declared (7 per cent), | | \$9,219 00 |
| Amount of surplus June 30, 1900, | | \$32 14 |
| Debits to profit and loss account during the year: treasurer's salary, | | 75 00 |
| TOTAL DEFICIT JUNE 30, 1901, | | \$42 86 |
| GENERAL BALANCE SHEET JUNE 30, 1901. | | |
| ASSETS. | | DR. |
| Cost of road, | | \$131,416 48 |
| Cash, | | 240 66 |
| Profit and loss balance (deficit), | | 42 86 |
| TOTAL, | | \$131,700 00 |
| LIABILITIES. | | CR. |
| Capital stock, | | \$131,700 00 |
| TOTAL, | | \$131,700 00 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$133,000 00 | |
| Capital stock authorized by votes of company, | 131,700 00 | |
| Capital stock issued and outstanding, | | \$131,700 00 |
| Number of shares issued and outstanding, | 1,317 | |
| Number of stockholders, | 53 | |
| Number of stockholders in Massachusetts, | 47 | |
| Amount of stock held in Massachusetts, | \$100,800 00 | |

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED. | Total. | In Massachusetts. |
|--|-----------------|-------------------|
| Length of main line, | Miles. 4.000 | Miles. 4.000 |
| Length of side track, etc., | 1.480 | 1.480 |
| TOTAL LENGTH OF TRACK OWNED, | 5.480 | 5.480 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

ATTLEBOROUGH BRANCH RAILROAD COMPANY,
NORTH ATTLEBOROUGH, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Henry F. Barrows, *President*, North Attleborough, Mass. Henry F. Barrows, Jr., *Treasurer and Clerk of Corporation*, North Attleborough, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Henry F. Barrows, North Attleborough, Mass. Albert A. Folsom, Brookline, Mass. Ellerton P. Whitney, Boston, Mass. Ira Richards, North Attleborough, Mass. Henry F. Barrows, Jr., North Attleborough, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

H. F. BARROWS,
H. F. BARROWS, JR.,
ELLERTON P. WHITNEY,
Directors.
H. F. BARROWS, JR.,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, SS. JULY 31, 1901. Then personally appeared the above-named H. F. Barrows and H. F. Barrows, Jr., and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, WILLIAM H. POND,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. AUG. 21, 1901. Then personally appeared the above-named Ellerton P. Whitney, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, WM. H. BROWN,
Justice of the Peace.

RETURN

OF THE

BERKSHIRE RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1901.

[Leased to and operated by the New York, New Haven & Hartford.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|--------------|
| Rental received from lease of road, | \$36,250 00 |
| Dividends received on stocks owned: Berkshire Railroad Company's stock (66 shares), | 396 00 |
| GROSS INCOME, | \$36,646 00 |
| Expenses and charges upon income accrued during the year: salaries and maintenance of organization, | 422 35 |
| NET DIVISIBLE INCOME, | \$36,223 65 |
| Dividends declared (6 per cent), | 36,000 00 |
| Surplus for the year ending June 30, 1901, | \$223 65 |
| Amount of surplus June 30, 1900, | 14,650 40 |
| TOTAL SURPLUS JUNE 30, 1901, | \$14,874 05 |
| GENERAL BALANCE SHEET JUNE 30, 1901. | |
| ASSETS. | DR. |
| Cost of road, | \$600,000 00 |
| Stock of Berkshire Railroad Company (66 shares), | 3,970 00 |
| TOTAL PERMANENT INVESTMENTS, | \$603,970 00 |
| Cash, | 12,249 55 |
| TOTAL, | \$616,219 55 |
| LIABILITIES. | CR. |
| Capital stock, | \$600,000 00 |
| Current liabilities: dividends not called for, | 1,345 50 |
| Profit and loss balance (surplus), | 14,874 05 |
| TOTAL, | \$616,219 55 |
| CAPITAL STOCK. | |
| Capital stock authorized by law, | \$800,000 00 |
| Capital stock authorized by votes of company, | 600,000 00 |
| Capital stock issued and outstanding, | \$600,000 00 |
| Number of shares issued and outstanding, | 6,000 |
| Number of stockholders, | 231 |
| Number of stockholders in Massachusetts, | 146 |
| Amount of stock held in Massachusetts, | \$408,300 00 |

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED. | Total. | In Massa- chusetts. |
|--|--------|------------------------|
| | Miles. | Miles. |
| Length of main line, | 20.530 | 20.530 |
| Length of side track, etc., | 4.990 | 4.990 |
| TOTAL LENGTH OF TRACK OWNED, | 25.520 | 25.520 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BERKSHIRE RAILROAD COMPANY,
STOCKBRIDGE, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Henry T. Robbins, *President*, Great Barrington, Mass. Daniel A. Kimball,
Treasurer and Clerk of Corporation, Housatonic National Bank, Stockbridge,
Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Henry T. Robbins, Great Barrington, Mass. George Church, Great Bar-
rington, Mass. Charles J. Taylor, Great Barrington, Mass. George W.
Mellen, Great Barrington, Mass. Daniel A. Kimball, Stockbridge, Mass.

We hereby certify that the statements contained in the foregoing return are
full, just and true.

HENRY T. ROBBINS,
CHAS. J. TAYLOR,
GEORGE CHURCH,
DANIEL A. KIMBALL,
Directors.
DANIEL A. KIMBALL,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

BERKSHIRE, ss. AUG. 29, 1901. Then personally appeared the above-
named Henry T. Robbins, Charles J. Taylor, George Church and Daniel A.
Kimball, and severally made oath that the foregoing certificate by them sub-
scribed is, to the best of their knowledge and belief, true.

Before me,

CLARENCE R. SABIN,
Justice of the Peace.

RETURN

OF THE

BOSTON & ALBANY RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1901.

[Leased to and operated by the New York Central & Hudson River.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|----------------|
| Rental received from lease of road, | \$2,078,000 00 |
| Interest received on bonds owned: \$5,500,000 $3\frac{1}{2}$ per cent de- benture bonds of New York Central & Hudson River Railroad Company, | 192,500 00 |
| Income from other sources: | |
| Organization expenses, | \$10,000 00 |
| Interest on Boston & Albany Railroad Com- pany 5 per cent bonds, | 192,900 00 |
| Interest on Boston & Albany Railroad Com- pany 4 per cent bonds, | 145,080 00 |
| | 347,980 00 |
| GROSS INCOME, | \$2,618,480 00 |
| Expenses and charges upon income accrued during the year: | |
| Salaries and maintenance of organization, | \$6,540 01 |
| Interest on funded debt, | 337,980 00 |
| Rentals paid: | |
| Ware River Railroad, | \$52,500 00 |
| Pittsfield & North Adams Railroad, | 22,500 00 |
| North Brookfield Railroad, | 3,000 00 |
| | 78,000 00 |
| TOTAL EXPENSES AND CHARGES UPON INCOME, | 422,520 01 |
| NET DIVISIBLE INCOME, | \$2,195,959 99 |
| Dividends declared ($8\frac{1}{2}$ per cent), | 2,187,500 00 |
| Surplus for the year ending June 30, 1901, | \$8,459 99 |
| Amount of surplus June 30, 1900, | 331,072 18 |
| Credits to profit and loss account during the year: | |
| Separation of grades, | \$292,000 00 |
| Insurance, | 84,112 85 |
| Increased appraisal of inventory of equip- ment, | 644,363 42 |
| Increased appraisal of inventory of material and supplies, | 191,756 25 |
| Windsor stock, | 563 00 |
| | \$1,212,795 52 |
| TOTAL CREDITS, | |

| | | |
|--|------------|-----------------------|
| Debits to profit and loss account during the year: | | |
| Interest on 3½ per cent debenture bonds of New York Central & Hudson River Railroad Company, . . . | \$5,000 00 | |
| Organization expenses, . . . | 3,459 99 | |
| TOTAL DEBITS, | | \$8,459 99 |
| NET AMOUNT CREDITED TO PROFIT AND LOSS, . . . | | \$1,204,335 53 |
| TOTAL SURPLUS JUNE 30, 1901, | | \$1,543,867 70 |

GENERAL BALANCE SHEET JUNE 30, 1901.

| ASSETS. | | DR. |
|---|----------------|------------------------|
| Cost of road, | | \$28,015,484 61 |
| Cost of equipment, | | 3,572,400 00 |
| TOTAL PERMANENT INVESTMENTS, | | \$31,587,884 61 |
| Cash, | \$679,600 74 | |
| Due from solvent companies and individuals (New York Central & Hudson River Railroad Company), | 2,440,983 09 | |
| Sinking and other special funds (trustees Ware River Railroad sinking fund), | 175,118 44 | |
| Other cash assets (New York Central & Hudson River Railroad Company 3½ per cent debenture bonds), | 5,500,000 00 | |
| TOTAL CASH AND CURRENT ASSETS, | | 8,795,702 27 |
| TOTAL, | | \$40,383,586 88 |
| LIABILITIES. | | CR. |
| Capital stock, | | \$25,000,000 00 |
| Funded debt, | | 7,485,000 00 |
| Current liabilities: | | |
| Dividends not called for, | \$629,200 75 | |
| Matured interest coupons unpaid, | 4,440 00 | |
| Rentals due and unpaid (including rentals due July 1), | 37,500 00 | |
| Miscellaneous current liabilities: | | |
| Interest on 3½ per cent debenture bonds of New York Central & Hudson River Railroad Company, | 5,000 00 | |
| Organization expenses, | 3,459 99 | |
| TOTAL CURRENT LIABILITIES, | | 679,600 74 |
| Sinking and other special funds: | | |
| Dividend fund, | \$5,500,000 00 | |
| Ware River Railroad sinking fund, | 175,118 44 | |
| TOTAL SINKING AND OTHER SPECIAL FUNDS, | | 5,675,118 44 |
| Profit and loss balance (surplus), | | 1,543,867 70 |
| TOTAL, | | \$40,383,586 88 |

| CAPITAL STOCK. | | |
|---|-----------------|-----------------|
| Capital stock authorized by law, | \$30,000,000 00 | |
| Capital stock authorized by votes of company, | 25,000,000 00 | |
| Capital stock issued and outstanding, | | \$25,000,000 00 |
| Number of shares issued and outstanding, | 250,000 | |
| Number of stockholders, | 8,434 | |
| Number of stockholders in Massachusetts, | 7,113 | |
| Amount of stock held in Massachusetts, | \$21,369,500 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest paid during the Year. |
|--------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| | Per Cent. | | | |
| Five per cent bonds, | 5 | April 1, 1901, | \$3,858,000 00 | \$192,900 00 |
| Four per cent bonds, | 4 | Oct. 1, 1913, | 3,627,000 00 | 145,080 00 |
| TOTALS, | | | \$7,485,000 00 | \$337,980 00 |

SINKING FUNDS.

| | |
|--|--------------|
| Amount June 30, 1900, of Ware River Railroad sinking fund, | \$171,274 24 |
| Additions during the year to sinking fund, | 3,844 20 |
| TOTAL SINKING FUNDS JUNE 30, 1901, | \$175,118 44 |

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED. | Total. | In Massachusetts. |
|--|---------|-------------------|
| | Miles. | Miles. |
| Length of main line, | 201.650 | 162.350 |
| Length of branch line, | 104.180 | 86.850 |
| TOTAL LENGTH OF LINE OWNED, | 305.830 | 249.200 |
| Length of second track, | 217.650 | 177.350 |
| Length of third track, | 16.830 | 16.830 |
| Length of fourth track, | 16.810 | 16.810 |
| Length of side track, etc., | 261.600 | 225.870 |
| TOTAL LENGTH OF TRACK OWNED, | 813.720 | 686.060 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BOSTON & ALBANY RAILROAD COMPANY,
BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

William Bliss, *President*, Boston, Mass. Edward D. Hayden, *Vice-President and Clerk of Corporation*, Boston, Mass. Frank H. Ratcliffe, *Treasurer*, Boston, Mass. Samuel Hoar, *General Counsel*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

William Bliss, Boston, Mass. Walter H. Barnes, Boston, Mass. Augustus G. Bullock, Worcester, Mass. Zenas Crane, Dalton, Mass. Edward L. Davis, Worcester, Mass. Eben S. Draper, Hopedale, Mass. Reginald Foster, Boston, Mass. Edward D. Hayden, Woburn, Mass. Samuel Hoar, Concord, Mass. Albert C. Houghton, Boston, Mass. James A. Rumrill, Springfield, Mass. Stephen Salisbury, Worcester, Mass. Charles S. Sargent, Brookline, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

WILLIAM BLISS,
E. D. HAYDEN,
WALTER H. BARNES,
STEPHEN SALISBURY,
J. A. RUMRILL,
SAMUEL HOAR,
A. G. BULLOCK,
Directors.
F. H. RATCLIFFE,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. SEPT. 25, 1901. Then personally appeared the above-named William Bliss, E. D. Hayden, Walter H. Barnes, Stephen Salisbury, J. A. Rumrill, Samuel Hoar, A. G. Bullock and F. H. Ratcliffe, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GEO. P. FURBER,
Justice of the Peace.

RETURN

OF THE

BOSTON & ALBANY RAILROAD

(NEW YORK CENTRAL & HUDSON RIVER RAILROAD COMPANY, LESSEE)

FOR THE YEAR ENDING JUNE 30, 1901.

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|----------------|
| Gross earnings from operation, | \$9,946,325 99 |
| Operating expenses, | 6,425,571 45 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$3,520,754 54 |
| Charges upon income accrued during the year : | |
| Interest on funded debt, \$337,980 00 | |
| Taxes, 898,472 56 | |
| Rentals of leased roads: Boston & Albany Railroad, 2,078,000 00 | |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 3,314,452 56 |
| TOTAL SURPLUS JUNE 30, 1901, | \$206,301 98 |

EARNINGS FROM OPERATION.

| DEPARTMENT OF SERVICE. | Gross Receipts. | Deductions. | Earnings. |
|--|-----------------|-------------|----------------|
| Passenger service: | | | |
| Gross receipts from passengers, | \$4,030,308 57 | | |
| Deductions: | | | |
| Tickets redeemed, | | \$4,819 86 | |
| Excess fares refunded, | | 21,787 15 | |
| Total deductions, | | \$26,607 01 | |
| NET REVENUE FROM PASSENGERS, | | | \$4,003,701 56 |
| From mails, | \$350,626 05 | | |
| From express, | 264,878 52 | | |
| From extra baggage and storage, | 53,600 11 | | |
| Other earnings, passenger service: | | | |
| Dining cars, | 66,730 40 | | |
| Parcel rooms, | 3,980 70 | | |
| | | | 739,815 78 |
| TOTAL EARNINGS, PASSENGER SERVICE, | | | \$4,743,517 34 |

EARNINGS FROM OPERATION — Concluded.

| DEPARTMENT OF SERVICE. | Gross Receipts. | Deductions. | Earnings. |
|--|-----------------|--------------|----------------|
| Freight service: | | | |
| Gross receipts from freight, | \$4,916,181 08 | | |
| Deductions: | | | |
| Overcharge to shippers, | | \$176,295 26 | |
| NET REVENUE FROM FREIGHT, | | | \$4,739,885 82 |
| From elevators, | \$225,959 41 | | |
| Other earnings, freight service: gravel, | 21,564 54 | | |
| | | | 247,523 95 |
| TOTAL EARNINGS, FREIGHT SERVICE, | | | \$4,987,409 77 |
| TOTAL PASSENGER AND FREIGHT EARNINGS, | | | \$9,730,927 11 |
| Other earnings from operation: | | | |
| Rentals from tracks, yards and terminals, | \$2,000 46 | | |
| Rentals from buildings and other property, | 198,468 84 | | |
| From other sources: interest, | 14,929 58 | | |
| TOTAL OTHER EARNINGS, | | | 215,398 88 |
| GROSS EARNINGS FROM OPERATION, | | | \$9,946,325 99 |

EXPENSES OF OPERATION.

| | |
|--|----------------|
| General expenses: | |
| Salaries of general officers, | \$95,099 87 |
| Salaries of clerks and attendants, | 62,707 23 |
| General office expenses and supplies, | 1,774 36 |
| Insurance, | 28,581 42 |
| Law expenses, | 15,454 07 |
| Stationery and printing (general offices), | 1,962 45 |
| Other general expenses, | 28,978 61 |
| TOTAL, | \$234,558 01 |
| Maintenance of way and structures: | |
| Repairs of roadway, | \$570,538 65 |
| Renewals of rails, | 35,062 50 |
| Renewals of ties, | 117,447 58 |
| Repairs and renewals of bridges and culverts, | 64,280 82 |
| Repairs and renewals of fences, road crossings, signs and cattle guards, | 29,807 36 |
| Repairs and renewals of buildings and fixtures, | 184,110 86 |
| Repairs and renewals of docks and wharves, | 106,833 77 |
| Stationery and printing, | 1,191 78 |
| TOTAL, | \$1,108,773 32 |
| Maintenance of equipment: | |
| Superintendence, | \$24,845 70 |
| Repairs and renewals of locomotives, | 538,984 60 |
| Repairs and renewals of passenger cars, | 257,005 87 |
| Repairs and renewals of freight cars, | 270,125 06 |
| Repairs and renewals of work cars, | 9,381 09 |
| Repairs and renewals of shop machinery and tools, | 12,711 20 |
| Stationery and printing, | 1,739 58 |
| TOTAL, | \$1,114,793 10 |

| | | |
|---|-------------|-------|
| Conducting transportation: | | |
| Superintendence, | \$30,384 | 24 |
| Engine and roundhouse men, | 638,669 | 73 |
| Fuel for locomotives, | 886,511 | 14 |
| Water supply for locomotives, | 50,319 | 18 |
| Oil, tallow and waste for locomotives, | 31,624 | 81 |
| Other supplies for locomotives, | 9,393 | 86 |
| Train service, | 685,362 | 06 |
| Train supplies and expenses, | 95,928 | 12 |
| Switchmen, flagmen and watchmen, | 172,104 | 06 |
| Telegraph expenses, | 30,234 | 07 |
| Station service, | 613,486 | 96 |
| Station supplies, | 90,851 | 12 |
| Car mileage — balance, | 190,457 | 49 |
| Loss and damage, | 30,036 | 90 |
| Injuries to persons, | 31,733 | 22 |
| Clearing wrecks, | 2,358 | 78 |
| Advertising, | 3,383 | 11 |
| Outside agencies, | 36,350 | 21 |
| Stock yards and elevators, | 41,179 | 68 |
| Rentals for tracks, yards and terminals, | 174,862 | 94 |
| Rentals of buildings and other property, | 5,500 | 00 |
| Stationery and printing, | 62,363 | 20 |
| Other expenses of conducting transportation: gratuities paid employees, | 54,352 | 14 |
| TOTAL, | \$3,967,447 | 02 |
| Recapitulation: | | |
| General expenses, | \$234,558 | 01 |
| Maintenance of way and structures, | 1,108,773 | 32 |
| Maintenance of equipment, | 1,114,793 | 10 |
| Conducting transportation, | 3,967,447 | 02 |
| TOTAL OPERATING EXPENSES, | \$6,425,571 | 45 |
| Percentage of operating expenses to gross earnings, | | 66.03 |

GENERAL BALANCE SHEET JUNE 30, 1901.

| ASSETS. | | DR. |
|---|--------------|----------------|
| Real estate, | | \$5,277 00 |
| Stock of Hudson River Bridge Company, | \$125,000 00 | |
| Stock of Windsor Company, | 563 00 | |
| | | 125,563 00 |
| Other permanent property: Hudson River bridge advances, | | 350,485 00 |
| TOTAL PERMANENT INVESTMENTS, | | \$481,325 00 |
| Cash, | \$451,775 72 | |
| Bills receivable, | 252,589 55 | |
| Due from agents, | 48,009 07 | |
| Traffic balances due from other companies, | 146,219 44 | |
| Due from solvent companies and individuals, | 1,153,372 81 | |
| Sinking and other special funds, | 175,118 44 | |
| TOTAL CASH AND CURRENT ASSETS, | | 2,227,085 03 |
| Materials and supplies, | | 510,190 72 |
| TOTAL, | | \$3,218,600 75 |

| LIABILITIES. | | CR. | |
|--|-----------|-----|----------------|
| Current liabilities: | | | |
| Audited vouchers and accounts, | \$1,699 | 12 | |
| Pittsfield & North Adams Railroad, | 4,835 | 60 | |
| Traffic balances due to other companies, | 100,027 | 28 | |
| Dividends not called for, | 766 | 00 | |
| Matured interest coupons unpaid (including coupons due July 1), | 1,120 | 00 | |
| Miscellaneous current liabilities: special equipment, | 200,000 | 00 | |
| TOTAL CURRENT LIABILITIES, | | | \$308,448 00 |
| Accrued liabilities: | | | |
| Interest accrued and not yet due, | \$84,495 | 00 | |
| Rentals accrued and not yet due, | 3,254 | 24 | |
| Miscellaneous accrued liabilities: items conveyed from Boston & Albany Railroad Company, | 2,440,983 | 09 | |
| TOTAL ACCRUED LIABILITIES, | | | 2,528,732 33 |
| Sinking and other special funds: Ware River sinking fund, | | | 175,118 44 |
| Profit and loss balance (surplus), | | | 206,301 98 |
| TOTAL, | | | \$3,218,600 75 |
| PROPERTY ACCOUNTS. | | | |
| Expenditures charged to property accounts: real estate, | | | \$5,277 00 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | | | \$5,277 00 |

SINKING FUNDS.

| | | |
|---|-----------|----|
| Amount June 30, 1900, of Ware River sinking fund, | \$171,274 | 24 |
| Additions during the year to Ware River sinking fund, | 3,844 | 20 |
| TOTAL SINKING FUNDS JUNE 30, 1901, | \$175,118 | 44 |

VOLUME OF TRAFFIC, ETC.

| | | |
|--|-------------|--------|
| Passenger traffic: | | |
| Number of passengers carried paying revenue, | 10,112,576 | |
| Number of passengers carried one mile, | 229,796,683 | |
| Number of passengers carried one mile per mile of road operated, | 582,900 | |
| Average length of journey per passenger, | 22.724 | miles. |
| Average amount received per passenger per mile carried, | 1.742 | cents. |
| Passenger earnings (gross) per mile of road operated, | \$12,032 | 36.000 |
| Passenger earnings (gross) per passenger-train mile run, | 1 | 56.613 |

| | | |
|--|-----------------|--|
| Freight traffic: | | |
| Number of tons of freight hauled earning revenue, . . . | 4,998,234 | |
| Number of tons of freight hauled one mile, . . . | 570,341,990 | |
| Number of tons of freight hauled one mile per mile of road operated, . . . | 1,446,724 | |
| Average length of haul per ton, . . . | 114.110 miles. | |
| Average amount received per ton per mile hauled, . . . | .831 cents. | |
| Freight earnings (gross) per mile of road operated, . . . | \$12,651 02.000 | |
| Freight earnings (gross) per freight-train mile run, . . . | 2 04.149 | |
| Operating expenses: | | |
| Operating expenses per mile of road operated, . . . | 16,299 04.000 | |
| Operating expenses per revenue-train mile run, . . . | 1 17.430 | |
| Train mileage: | | |
| Miles run by passenger trains, . . . | 3,018,066 | |
| Miles run by freight trains, . . . | 2,432,283 | |
| Miles run by mixed trains, . . . | 21,486 | |
| Total mileage of trains earning revenue, . . . | 5,471,835 | |
| Miles run by switching trains, . . . | 1,382,420 | |
| Miles run by construction and other trains, . . . | 85,741 | |
| Total train mileage, . . . | 6,939,996 | |
| Fares and freights: | | |
| Average rate of fare per mile received for local and trip tickets, . . . | 1.628 cents. | |
| Average rate of fare per mile received for mileage tickets, . . . | 2.000 " | |
| Average rate of fare per mile received for time and commutation tickets, . . . | 1.090 " | |
| Average rate of fare per mile received for interline tickets, . . . | 2.004 " | |
| Average rate received per ton mile for local freight, . . . | 1.402 " | |
| Average rate received per ton mile for interline freight, . . . | .559 " | |
| Passengers to and from Boston: | | |
| Number of passengers to Boston, . . . | 3,193,212 | |
| Number of passengers from Boston, . . . | 3,221,340 | |
| Employees: | | |
| Average number of persons employed, . . . | 5,031 | |

DESCRIPTION OF RAILROAD OPERATED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OPERATED. | Total. | In Massachusetts. |
|---------------------------------------|-------------------|-------------------|
| Length of main line, . . . | Miles. 201.650 | Miles. 162.350 |
| Length of branch line, . . . | 192.580 | 175.250 |
| TOTAL LENGTH OF LINE OPERATED, . . . | 394.230 | 337.600 |
| Length of second track, . . . | 217.650 | 177.350 |
| Length of third track, . . . | 16.830 | 16.830 |
| Length of fourth track, . . . | 16.810 | 16.810 |
| Length of side track, etc., . . . | 282.620 | 246.890 |
| TOTAL LENGTH OF TRACK OPERATED, . . . | 928.140 | 795.480 |

DESCRIPTION OF EQUIPMENT.

| ROLLING STOCK. | | | | | | | | | | Number Leased. | Equipped with Power Driving-wheel Brakes. | Maximum Weight. | Average Weight. |
|----------------------------|---|---|---|---|---|---|---|---|---|----------------|---|-----------------|-----------------|
| LOCOMOTIVES. | | | | | | | | | | | | Lbs. | Lbs. |
| Passenger, | . | . | . | . | . | . | . | . | . | 90 | 90 | 252,400 | 177,569 |
| Freight, | . | . | . | . | . | . | . | . | . | 123 | 123 | 262,400 | 190,790 |
| Switching, etc., | . | . | . | . | . | . | . | . | . | 34 | 34 | 176,200 | 136,675 |
| TOTAL, | . | . | . | . | . | . | . | . | . | 247 | 247 | - | - |

DESCRIPTION OF EQUIPMENT—Concluded.

| ROLLING STOCK. | Number Leased. | Equipped with Power Train Brakes. | Equipped with Automatic Couplers. | Name of Coupler Used. |
|--------------------------------------|----------------|-----------------------------------|-----------------------------------|---|
| CARS—PASSENGER SERVICE. | | | | |
| Passenger cars, | 231 | 231 | 231 | National 27, Buhoup 6, Trojan 34, Gould 18, Miller 146. National 2, Miller 48, Gould 1. Miller 1, Gould 2. Buhoup 4, Miller 4. Miller 3. Buhoup 2, Trojan 30, Gould 5, Miller 4, National 24. |
| Combination cars, | 51 | 51 | 51 | |
| Dining cars, | 3 | 3 | 3 | |
| Parlor cars, | 8 | 8 | 8 | |
| Sleeping cars, | 3 | 3 | 3 | |
| Baggage, express and mail cars, . . | 65 | 65 | 65 | |
| TOTAL, | 361* | 361 | 361 | |
| CARS—FREIGHT SERVICE. | | | | |
| Box cars, | 2,363 | 2,306 | 2,363 | Trojan 1,860, Dowling 140, Thurmond 206, Gould 156, Janney 1. Empire 1, Gould 4, Trojan 591, Thurmond 11. Trojan 12, Dowling 6, Thurmond 4. Trojan 1,038, Dowling 12, Thurmond 28, Barnes 3, Gould 229. Trojan 4. |
| Flat cars, | 607 | 500 | 607 | |
| Stock cars, | 22 | 22 | 22 | |
| Coal cars, | 1,310 | 1,064 | 1,310 | |
| Other cars in freight service, . . | 4 | 2 | 4 | |
| TOTAL, | 4,306 | 3,894 | 4,306 | |
| CARS—COMPANY'S SERVICE. | | | | |
| Officers' and pay cars, | 5 | 5 | 5 | Miller 2, National 3. Trojan 36, Empire 27, Park 2. Trojan 15. Trojan 89. Trojan 30. |
| Gravel cars, | 153 | 30 | 65 | |
| Derrick cars, | 18 | 14 | 15 | |
| Caboose cars, | 93 | 2 | 89 | |
| Other cars in company's service, . . | 221 | 21 | 30 | |
| TOTAL, | 490 | 72 | 204 | |

Number of 8-wheel cars in passenger service with brakes for *all* wheels, 345
 Number of 12-wheel cars in passenger service with brakes for *all* wheels, 21

* 19.36 per cent of four buffet cars, "Boston & Chicago Line."

RAILROAD CROSSINGS IN MASSACHUSETTS.

Crossings with Highways.

| | |
|---|-----------------|
| Number of crossings of company's railroad with highways at grade, | 220 |
| Number of highway grade crossings protected by gates, | 48 |
| Number of highway grade crossings protected by flagmen, | 20 |
| Number of highway grade crossings unprotected, | 152 |
| Number of highway grade crossings finally abolished during the year, | 6 |
| Number of highway grade crossings now in process of abolition, | 10 |
| Number of highway grade crossings for abolition of which petition is pending, | 34 |
| Number of highway bridges 18 feet (or more) above track, | 69 |
| Number of highway bridges less than 18 feet above track, | 78 |
| Height of lowest highway bridge above track, | 14 ft., .33 in. |

Crossings with Other Railroads.

Crossings of company's railroad with other railroads at grade (16 in number), viz.:

New York, New Haven & Hartford Railroad, Taunton Division, South Framingham. New York, New Haven & Hartford Railroad, Providence Division, freight tracks, Worcester. New York, New Haven & Hartford Railroad, Norwich Division, freight tracks, Worcester. New York, New Haven & Hartford Railroad, Norwich Division, freight tracks, South Worcester. New York, New Haven & Hartford Railroad, Boston & Maine transfer tracks, Springfield. New York, New Haven & Hartford Railroad, Northampton Division, Westfield. Worcester Viaduct Company, Worcester. Central Vermont Railroad, Southern Division, Palmer. Central Vermont Railroad, Southern Division, Barrett's Junction. Boston & Maine Railroad, Fitchburg Division, Winchendon. Boston & Maine Railroad, Fitchburg Division, Baldwinville. Boston & Maine Railroad, Fitchburg Division, Somerville. Boston & Maine Railroad, Eastern Division, Charlestown. Boston & Maine Railroad, Western Division, Charlestown. Boston & Maine Railroad, Mystic Branch, Charlestown. Boston & Maine Railroad, East Boston Branch, East Boston.

| | |
|--|----|
| Number of above crossings at which interlocking signals are established, | 14 |
|--|----|

NEW BRIDGES BUILT DURING THE YEAR.

| NUMBER AND LOCATION. | Description of Bridge Replaced. | Description of New Bridge. | Length of Spans and Number of Tracks. | By Whom Built. |
|----------------------------|---------------------------------|----------------------------|---------------------------------------|---------------------------------|
| 384, Ware, | - - | Plate girder, . . | 53 feet 3 inches, 2 tracks. | New England Structural Company. |
| 409, North Dana, | Rolled beam, . . | Plate girder, . . | 26 feet, 1 track, . | - * |

* Girders used were formerly in bridges 162 and 154.

BRIDGES EXTENSIVELY REPAIRED OR STRENGTHENED DURING THE YEAR.

| NUMBER AND LOCATION. | Description of Bridge. | Description of Work Done. |
|--|------------------------|----------------------------------|
| 317, Newton Highlands Branch, | Pony truss, . . . | Additional track stringers. |
| 318, Newton Highlands Branch, | Pony truss, . . . | Heavier track stringers. |
| 322, Newton Highlands Branch, | Pony truss, . . . | Heavier track stringers. |
| 324, Grand Junction Branch, . . | Pile bridge, . . . | Rebuilt. |
| 338, Newton Lower Falls Branch, | Trestle bridge, . . | New stringers, ties and fenders. |
| 335, Grand Junction Branch, . . | Pile bridge, . . . | Rebuilt. |
| Total length of pile and trestle bridging, | | 3,446 ft., 5½ in. |

ACCIDENTS TO PERSONS.

| KILLED AND INJURED. | IN MASSACHUSETTS. | | | | | | TOTAL ON ALL LINES OPERATED. | |
|---------------------------|---|----------|--|----------|---------|----------|------------------------------------|----------|
| | FROM CAUSES BE- YOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | | | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, . | - | 5 | - | 12 | - | 17 | - | 17 |
| Employees, . | - | 36 | 11 | 76 | 11 | 112 | 11 | 119 |
| Other persons, | - | 2 | 29 | 35 | 29 | 37 | 30 | 41 |
| TOTALS, . | - | 43 | 40 | 123 | 40 | 166 | 41 | 177 |

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

July 2, 1900. — Stone, A., freight brakeman: side sprained and bruised. Thrown against pail in caboose by sudden application of air brake as train was coming into Worcester.

July 2. — Morton, G. H., freight brakeman; Goodwin, C. H., freight brakeman: Morton's left arm broken, left hip, right leg and back injured; Goodwin's head cut badly and back hurt. These men were riding on front end of engine No. 158 as it was going to East Boston for water, and were struck by gate on Chelsea bridge. Gate was closed, unintentionally, by a boy as he passed off draw.

July 2. — Navis, J., freight brakeman: back strained. While switching in South Framingham yard he was applying brake on a flat car, when something about the brake rigging gave way and he fell over on car.

July 3. — Wedge, Israel, East Brookfield: killed. Walking on track near South Spencer and was struck by train No. 75.

July 5. — Mallard, H. W., yard master: back injured slightly. He was standing between tracks in East Boston yard, and Engine No. 10, coming up from elevator slowly, tender struck him in back.

July 6. — Thomas, G. F., freight brakeman: slight cut on back of head and thumb bruised. As train was pulling out of Newton yard, Thomas stood on a New York Central car and was struck by bridge.

July 10. — Claxton, Mrs. Allen, Dorchester, Mass.: complained of pain in

left side. When train No. 21 made stop at water spout at South Framingham she was thrown against side of seat and down.

July 12. — DeLand, C. C., freight brakeman: head cut. Was standing on top of a car, near edge, looking over, and his head came in contact with a banjo signal on Springfield grade.

July 12. — Graham, D. E., fireman: freight train, engine No. 175 (on which Graham was fireman), ran into rear end of local freight train at Huntington, and Graham claims his back was strained.

July 12. — Stillman, B. G., freight brakeman: back hurt. Getting off Delaware, Lackawanna & Western car No. 22521 at North Adams junction, when grab-iron pulled out and he fell across rail.

July 13. — McGrail, Annie: elbow and hip bruised. Got on train No. 1 to see some one, at Worcester, and while switch was being made came out of car and stepped off backward, falling on concrete.

July 20. — Teece, R., fireman: side and both wrists strained; badly shaken up. Train was backing down onto some cars at Chester; just as they struck, Teece was stepping from cab to tender and was thrown out of gangway to the ground.

July 22. — McCarthy, Daniel, Westfield, Mass.: this man was found at 6 A.M., about nine hundred feet west of Westfield station, in an unconscious condition, badly cut and bruised; supposed to have jumped from some freight train; died at 10.30 P.M., the 23d.

July 25. — Bryant, G. A., fireman: lame back and stomach. Rock fell on track at Washington, train No. 31 ran into it, and Bryant was thrown down in cab; engine was derailed.

July 26. — Mosher, D. W., night watchman: foot crushed and otherwise injured; died the following day. Engine No. 26 going to new yard, East Boston, for train; this man was lying on track between Brooks and Putnam streets, and before engine could be stopped it ran over him.

July 30. — Unknown man: killed. Walking on track, one mile east of North Grafton station, and was struck by train No. 242.

July 30. — Brosseau, R. A., freight brakeman: third finger of right hand split open by getting caught while coupling engine to caboose at Worcester.

July 30. — Crosson, Michael, laborer: leg hurt while trying to pass between cars as switcher was pulling train from No. 6 house, East Boston.

August 2. — Johnson, James, London, Eng. (tramp): left leg broken. Engine No. 33 was switching in Beacon Park yard, and after kicking a car on track No. 4 this man was found in car with broken leg.

August 2. — Williams, T. G., freight brakeman: right leg bruised. As train was near thirty-first mile-post, he was sitting in a chair near side door of caboose; chair broke, and he fell from caboose to the ground.

August 3. — Cote, Josephine: knee hurt. Stepped from train No. 11 just before it stopped at Palmer, and fell.

August 6. — McGrath, Mrs. Catherine, Worcester, Mass.: killed. Attempted to pass over Plymouth Street crossing, Worcester, when gates were down, and was struck by train No. 331.

August 12. — Webster, L., yard brakeman: back bruised. Fell from foot-board of switching engine No. 16 in Springfield freight yard, and struck his back on rail.

August 12. — Greenless, Geo. W., yard brakeman: left hip and left hand injured. While switching in Beacon Park yard he was riding on side of a car, and was struck by switch gate on track No. 8.

August 13. — Hasland, Chas., yard brakeman: forefinger of right hand burst. Was cutting off car No. 12806 M.C. (Janney coupler) at old yard, East Boston; knuckle stop had no key in it to prevent it from pulling out; it pulled out further than necessary, and in trying to replace it Hasland got his finger hurt.

August 13. — Wheeler, John, North Brookfield, employee of C. Brigham company: killed. In getting off train No. 242 at Cordaville he stepped in front of train No. 10, was struck and injured so that he died in a short time.

August 16. — Hayes, Michael F., Worcester: killed. Body was found early in the morning of August 17, lying beside track near twenty-second mile-post; had evidently been struck by a train the night before.

August 17. — Delany, W. H., freight brakeman: both feet and legs bruised. Pushing cars off track No. 3 in Newton yard, using a tie for push stake; the stake raised car off rail on one side, causing stake to slip and punch a hole in floor, catching Delany's legs against end of car.

August 21. — Mabb, E. E., freight brakeman: head cut. While engine with twelve cars was backing up from Cutler's mill at North Wilbraham, Mabb was on head car and was struck by dust chute (overhead) at paper mill.

August 23. — Hoxie, D. A., switchman: leg and thigh wrenched. Riding on side of a car in Renfrew yard, slipped from side ladder and fell to the ground.

August 29. — Bastion, W., yard brakeman: riding on side of car while switching in Pittsfield yard and was struck in back by switch stand.

August 30. — Daly, John, tramp: right foot crushed. Caught between draw-bars when he got on a freight train at West Brookfield.

August 30. — Clark, J., freight brakeman: head, chest and arms bruised. Getting down from top of rear car to caboose, one mile west of West Brimfield; foot slipped from ladder and he fell to the ground.

August 30. — Hazlett, James, yard brakeman: back hurt. While switching in old yard, East Boston, he was going up side ladder of car, was struck by car on next track and thrown off.

September 3. — Morrison, P. F., freight conductor: muscles of legs strained. While passing over train at East Cambridge, a boy lifted lock to draw-bar, causing cars to separate, and Morrison fell between them.

September 4. — Kohn, Frank M., U. S. S. "Kearsarge:" skull fractured. This man, with two others, all from the "Kearsarge," were stealing a ride on a freight train, and Kohn was struck by bridge near North Grafton.

September 9. — Daly, Lawrence, Dalton: killed. Body found lying between tracks, one mile east of Dalton, at 3.22 A.M., by crew of freight train.

September 11. — Hastings, J., passenger conductor: injury to head, and badly shaken up. As he stepped on the steps of Boston & Albany smoking car No. 208, train No. 7, near Palmer freight house, the steps broke off and Hastings fell to the ground.

September 11. — McMann, W. R., yard brakeman: killed. While switching in West Springfield yard he fell from train and was run over.

September 16. — Sullivan, Timothy, Quincy, Mass: scalp wounds and compound fracture of right arm. Walking on track near bridge No. 5, Boston, and was struck by train No. 238.

September 21. — Unknown man: killed. Train No. 55 was flagged one mile east of North Adams junction, picked up body and took it to Pittsfield.

September 21. — Unknown man: killed. Walking on track near reservoir, and was struck by engine of train No. 69.

September 22. — Parker, W. S., yard brakeman: index finger of left hand slightly jammed; caught between head of pin and dead-wood while coupling engine to car at East Cambridge.

September 22. — Coughlin, John, car inspector: killed. Switching engine No. 14 pushed some coaches down on track No. 4 at Springfield passenger station, and when pulling back with four found Coughlin's body on track.

September 25. — Fish, J. S., freight brakeman: back hurt. Applying brake on Central Vermont car No. 7521 (flat car with "T" brake), between Barrett's junction and Three Rivers, when part of handle broke off and he fell against railing of caboose.

September 25. — Sawyer, Dr. P. C., Warren: two ribs broken, and toes of left foot crushed so that amputation was necessary. Stepped from train No. 11 before it had stopped, at Warren, fell on station platform and his left foot got caught under wheel of car.

September 26. — Feltch, Bennie (seven years old): left arm and right hand run over by freight train which was making up at N. E. G. & C. Co.'s siding at Everett. It is not known just how accident happened.

September 26. — Whitney, W. R., mail clerk: arm hurt. Engineer of train No. 7 applied brake at Shawmut Avenue bridge, Boston; the hook on mail car broke, and sudden stop of train threw Whitney against mail rack in car.

September 26. — Bates, W. H., yard conductor: back hurt! While switching in Worcester yard Bates stepped between cars to uncouple air hose, when a brakeman, not knowing Bates was there, gave a "kick" motion, and when cars started the stop-cock handle struck Bates in the back.

September 28. — Wilson, F. A., yard conductor: right thigh bruised. Engine pulling some cars up track No. 36, in Worcester yard; he jumped on side of train and was struck by target at switch No. 17.

September 29. — Washington, Wm., waiter in dining car: side hurt. Storage battery under New York Central dining car No. 406, train No. 10, exploded at Indian Orchard, and Washington was thrown down in car.

October 1. — LaGrange, W., Faas, F., Hagerty, C., freight brakemen: LaGrange, back hurt, — thrown against desk in caboose; Faas, back of head bruised and cut, — thrown against side of caboose (inside); Hagerty, back and side bruised, — thrown against railing on rear end of caboose. After finishing switching in West Springfield yard, engine coupled onto caboose to go up over cross-overs, and after starting, the knuckle on caboose opened, separating caboose from engine; after passing over switch the engine stopped and caboose ran against it.

October 1. — Unknown man: fatally injured. At 7.13 P.M. the crew of a west bound freight train found this man lying between the main tracks, about a mile east of Indian Orchard station, unconscious, with bad cut on head; he was taken to Springfield hospital, where he died soon after arrival.

October 2. — Connors, John, Springfield: killed. Body found lying on Connecticut River bridge at 12.50 P.M. by crew of an east-bound freight train; it is not known how accident happened.

October 4. — Riley, J., freight brakeman: scalp wound, about two inches long. Standing on top of car when train was being pushed up on No. 5 house track, Boston, and was struck by bridge No. 1.

October 9. — Hayes, Jerry, tramp: right ankle dislocated. Evidently intoxicated, and asleep under a car on side track at Palmer, and was injured when switch engine moved car.

October 9. — Unknown man : killed. Body found at 11 P.M. by John Sargent, engineer on pusher No. 89, about half a mile west of Hinsdale station, lying on track No. 2; body was cold when found.

October 9. — Morrison, H. A., freight brakeman : badly shaken up and wrists broken. As freight train No. 641 was pulling out of Beacon Park yard, a car caught point of frog and was derailed, and Morrison was thrown from top of car to the ground.

October 10. — MacSwain, J., freight brakeman : hip and leg bruised. Riding on side of car, uncoupling, and was struck by an iron post on Riverside bridge.

October 11. — Kileen, Patrick, Westborough : when engine No. 130 was backing up with three cars to set them at new power station, this man stood close to track, was struck by car, knocked down and his leg scraped.

October 13. — Dugan, John, yard brakeman : shoulder and leg hurt. Attempted to get on train as it was pulling off track No. 25 in Boston yard, and was struck by platform.

October 15. — Sheridan, F. P., freight brakeman : back wrenched. Attempted to get on train while it was in motion, at Westfield; hanging step was loose and swung around, and Sheridan was thrown to the ground.

October 15. — Alexander, F., freight brakeman : killed. While switching at Middlefield he was going up ladder of car, slipped, fell to track and was run over by car.

October 16. — O'Connor, W. J., yard brakeman : two fingers of right hand badly jammed. After riding a cut of cars in Worcester yard, he was trying to open a knuckle, when cars came together and caught his fingers.

October 18. — Hanley, Patrick J., trespasser : face cut, bruised about the head and shoulder and left side injured. Struck by cars being switched at Knowles Loom Works siding, South Worcester, and was dragged about twenty feet.

October 20. — Cheverette, Alex. : slight scalp wounds and generally shaken up. This man was found lying between tracks Nos. 1 and 2, near Washington Street crossing, Worcester. It is supposed he fell from train No. 18, as that train had just passed, and he held ticket from Springfield to Woonsocket. He was intoxicated.

October 20. — Trask, A., yard brakeman : foot crushed. While switching in new yard, East Boston, he stepped between cars to open knuckle, tripped and fell, car passing over his foot.

October 23. — Farrell, J. J., freight brakeman : chest and back hurt. was riding on side of train while switching at Red Bridge (Athol branch), and was caught between car he was on and one that had just been put on side track.

October 24. — Sherman, J., freight brakeman : right hip badly sprained, mouth cut and arms wrenched. While switching at Indian Orchard Village, New York Central cars No. 34037 and 64904 failed to uncouple when lever was lifted, and Sherman was thrown from top of car to the ground.

October 26. — Carpenter, C. P., yard brakeman : bad flesh wounds on ankle and calf of left leg; back badly bruised. While down between cars, trying to uncouple them, he slipped and fell; he caught brake beam and connection, and was dragged some five or six car lengths. Accident happened at South Framingham yard.

October 27. — Bresnahan, Michael, Springfield : killed. Body found lying on track, half a mile east of Armory Street, Springfield, at 7.45 P.M.

October 27. — Newell, F. L., yard brakeman: head, face and side hurt. Knocked from side ladder of car by signal pole while switching in Worcester yard.

October 27. — Unknown man: unconscious. Attempted to cross tracks at Grafton Street crossing, Worcester, ahead of train No. 75, and was struck by pilot beam of engine; gates were down.

October 28. — Shearer, C., trespasser: struck by Harlem train. This man was found about five rods east of Penny's crossing, down the bank, by crew of an east-bound freight train. He was unconscious, and bleeding from small cut on inside of upper lip. He was intoxicated.

October 28. — Hickey, —, Milford, Mass.: Cuts on head and knees. Found on platform at Pittsfield station after freight train W A 1 had made stop there for water (4 A.M.).

October 31. — Damon, Fred E., Boston, Mass.: face bruised and scratched. Flue scraper from engine of train No. 604 struck and punched a hole in side of New York, New Haven & Hartford car No. 379 of train No. 83, while passing at Lake Crossing; poker then bent and broke window, and Damon was struck by broken glass. J. J. Fitzgerald, C. W. Coffin and H. A. McLaughlin were slightly injured at same time in same manner.

November 1. — McCarthy, R., yard conductor: arm, leg and back badly bruised. As the engine struck the cross-over frog on curve at old shop, Springfield, McCarthy was thrown off front foot-board across rail, and engine pushed him along on the ground about ten feet.

November 5. — Cleveland, Mrs. Geo. L., West Brookfield: attempted to cross track, on a bicycle, at first crossing north of Gilbertville station, ahead of train No. 460, and was struck by engine. Doctor thought not seriously injured.

November 6. — Murphy, Patrick: face bruised. Engine No. 106 was backing up after stopping for ball signal at East Somerville; the tender struck Murphy and knocked him off track.

November 7. — Millet, T. J., yard brakeman: squeezed. He rode two cars in on repair track at South Framingham, and they struck two other cars that were on the track; they moved just enough to make an opening; Millett stepped in between the cars to fix his light, and they came back and caught him between the draw-bars.

November 9. — Barlow, H. R., freight brakeman: right hip bruised. After riding a car onto side track at Jamesville, he got on side of train to ride to depot and was struck by a stub switch.

November 9. — Chelifour, P., trespasser: foot bruised. On his way to work he crossed between cars of a freight train in Worcester yard, and got his foot caught between draw-bars.

November 10. — Barnard, A., freight brakeman: shoulder and jaw bruised. While going down ladder of a car to uncouple, at North Wilbraham, he slipped and fell to the ground.

November 11. — Fish, A. L., freight brakeman: thumb pinched by getting caught while trying to close knuckle of draw-bar of caboose by hand, at West Springfield yard.

November 12. — Smith, W. H., freight brakeman: hip injured. Fell from car to the ground while switching at Palmer.

November 12. — Hendrickson, Peter, Worcester: bruised and shaken up. Walking on track near forty-third mile-post, and was struck by engine of train No. 10.

November 13. — Irons, Russell (boy): both legs cut off; died of injuries. Attempted to get on a freight train at Saratoga Street crossing, East Boston, and fell under the wheels.

November 17. — Rice, E. H., yard brakeman: right foot crushed. Attempted to push draw-bar into place with his foot while switching at South Framingham, and got foot caught between draw-bars.

November 18. — White, James, trespasser: killed. Attempted to get on a moving freight train, about one-eighth mile east of Worcester yard, and was run over.

November 22. — Bateman, G. H., freight conductor: both legs and one arm badly bruised. Thrown over railing of rear platform of caboose No. 29 when it struck caboose No. 33 in Worcester yard.

November 27. — McLaughlin, C. J., freight brakeman: back and right arm hurt. When caboose was cut off in Worcester yard, it separated a little from the engine, and when engineer was given signal to kick it back the engine struck it with such force that McLaughlin was thrown down.

November 28. — Hearn, Richard, switchman: fatally injured. Stood on track under Harrison Avenue bridge, Boston, and was struck by engine of train No. 151.

November 29. — Roach, Frank: left leg cut off. This man was found in Boston yard by crew with switching engine No. 33.

November 30. — Donnelly, John, yard brakeman: ankle sprained and back hurt. While getting on a car at Huntington Avenue yard, Boston, lag-screw of grab-iron pulled out, and he fell to the ground.

November 30. — Gaffney, T., yard brakeman: cut on forehead. Did not lower his head sufficiently while passing under bridge No. 1, and was struck.

December 10. — Rosso, Gabriel: left shoulder dislocated, right arm broken, left elbow and left knee fractured, left side of face and left hand cut; also injured internally. Train No. 37 stopped at West Brookfield to repair engine; this man claims he was on train, stepped off to see what the trouble was, and was struck by train No. 18 as it passed.

December 12. — Hotton, E., freight brakeman: while switching in West Springfield yard he was standing on end of a coal car, and sudden jerk of train threw him to the ground, bruising him badly.

December 12. — Fike, E., freight conductor: wrist bruised. Thrown to floor of caboose when train made stop for water at Chester.

December 13. — Murgittroyd, Thos., freight brakeman: left hand badly bruised. Train separated at State line on account of pin and knuckle dropping from draw-bar of a car; injury was received while making a pin-and-link coupling.

December 15. — Jasmin, W., freight brakeman: hand bruised by getting caught while making a pin-and-link coupling at Westfield; knuckle was gone from draw-bar.

December 17. — Beals, Wm., freight brakeman: bad scalp wound and face cut. Was found lying on top of M. D. T. car No. 10593, after train arrived at North Adams junction; supposed to have been struck by new overhead bridge just west of Hinsdale.

December 21. — Smith, D., fireman: back bruised. While standing at coal pile at North Adams junction he was struck by engine No. 165 and fell, striking his back on ring of tank.

December 21. — Gaffney, T., yard brakeman: small scalp wound and back strained. Was sitting on Lake Erie & Western car No. 6551, was struck by

bridge No. 5, in Boston yard, and knocked over on top of car, rolling from there to the ground.

December 22. — O'Malley, Patrick, Worcester: head cut; unconscious. Attempted to cross tracks at Green Street crossing, Worcester, ahead of train No. 31, and was struck; gates were down.

December 24. — Dolan, Wm., Chelsea (fourteen years old): right leg crushed above knee, left foot cut off below ankle. Stealing a ride on freight train; jumped off on Chelsea Creek bridge guard and fell under train.

December 24. — O'Brien, Joseph, East Cambridge (nine years old): left foot crushed. Stealing a ride, struck a switch at Cambridgeport and fell under the wheels.

December 24. — Keough, J., yard brakeman: knee and elbow injured and thumb sprained. While making a running switch at Beacon Park yard he had hold of handle of box on rear end of engine; the box fell off and he fell with it.

December 27. — Rivard, A., yard brakeman: scalp wound. Switching engine No. 18 was pushing three cars up track No. 2 to terminal yard, Boston; Rivard was on head car, and was struck by bridge No. 3.

December 27. — Walsh, B. M., freight brakeman: muscles of leg strained. Tripped on something on roof of car, at Palmer, and fell to the ground.

December 28. — Todd, John S. (sixteen years old): bad scalp wound and other bodily injuries. Attempted to cross tracks about one hundred and sixty-five feet north of School Street crossing, Adams; passed in front of freight train, which was standing on side track, onto main track, and was struck by train No. 487.

Jan. 1, 1901. — Hanson, Carroll J., trespasser: left foot cut off; right foot crushed. Attempted to get on a moving freight train between Massachusetts Avenue and Main Street, East Cambridge, and fell.

January 3. — Kelly, John, freight brakeman: back of head cut. Stood on head car of train while passing through Connecticut River bridge, Springfield, and was struck.

January 5. — McMahon, M., freight brakeman: shoulder dislocated. Getting off New York, Lake Erie & Western car No. 52112 at South Framingham; grab-iron gave way, and he fell to the ground.

January 6. — Morway, F., freight brakeman: killed. Train separated near Indian Orchard; he was on forward section; they started to back up, he giving motion to engineer to do so; the rear section was moving toward them, and when they came together he was caught by a box car, which was thrown onto the flat car he was on.

January 8. — Pigon, Joseph, employee Warren Cotton Mills: side hurt. Was in a car at West Warren, helping to unload it; two other cars were thrown against the one he was in, and a bale of cotton fell and struck him.

January 10. — Connell, P., fireman: nose cut by broken glass. Engine No. 16, backing down on track No. 14 in Springfield freight yard with one car, struck other cars on track, and Connell's head struck window in cab and broke glass.

January 11. — Lemelin, A., brakeman (not on duty): head bruised; dazed. Jumped from empty draft of train No. 601 near Harrison Avenue bridge, Boston, and was struck by empty cars of train No. 264.

January 11. — Moore, Geo. H., yard brakeman: hip bruised. Slipped and fell from top of car to the ground at South Framingham.

January 12. — Streeter, S. A., yard conductor: back, hip and shoulder bruised. Stepped in between two box cars to uncouple, in Worcester yard, and as he came out was struck by corner of car and was thrown down.

January 14. — Braun, H. S., Boston: small cut on knee. In some unknown way a window in end of combination car No. 70, train No. 33, was broken while train was between Trinity Place and Allston, and a piece of broken glass struck his knee.

January 16. — Smithers, W., yard brakeman: leg hurt. Claims he slipped while stepping from engine to car, and leg went between draw-bars. Accident said to have happened at cross-over switches, Ferdinand Street, Boston yard.

January 21. — Long, James, yard brakeman: side hurt. While applying brake on C. R. Co. tank car No. 57 at old yard East Boston, the brake-wheel gave way and he fell to the ground.

January 21. — Newman, E. C., employee C. Brigham Company: arm bruised. Thrown down in milk car when it was struck by other cars which were being pushed up to No. 1 house, Boston, and which ran in on milk track on account of a misplaced switch.

January 23. — Quiet, Oscar, Worcester: killed. Walking on track near Millbury junction, and was struck by train No. 44.

January 27. — Cards, Walter, driver of baker's team: driving over Main Street crossing at Ashland, team was struck by train No. 78; man and horse killed and wagon demolished.

January 28. — Stevens, H., freight brakeman: face and leg bruised. While pulling up on track No. 4 in West Springfield yard to switch train, Stevens was climbing up side ladder of C. & A. car No. 1366, and was struck by signal pole and thrown to the ground.

January 28. — Best, E. C., freight brakeman: fatally injured. Fell from top of car to the ground, near Athol junction, and struck on his head.

January 29. — Mitchell, E., freight brakeman: contusion over lower rib, right side; probably no fracture. Getting off engine, at Chester, was struck by water stand.

January 30. — Bowser, Edw., yard brakeman: foot and leg hurt. While getting on Spear tank line car No. 11, at East Cambridge, the grab-iron pulled off, and Bowser's leg struck oil box.

January 31. — Waters, James, section laborer: back injured. Struck by tender of engine No. 140 while walking beside track No. 1, about sixty feet west of west end of station platform at Westfield.

February 4. — O'Connor, W. J., freight brakeman: left leg bruised. While running the caboose in Beacon Park yard he was struck by step of caboose.

February 5. — Blanchard, H. I., freight brakeman: legs hurt. Wind blew him from top of car, and he fell to the ground, striking on his feet. Accident happened half a mile east of Russell.

February 6. — Smith, W. A., freight brakeman: back hurt. While train was passing through Connecticut River bridge, Springfield, he stepped from head car to engine, slipped and fell to bridge.

February 6. — Alcock, Richard, Boston: fatally injured. This man was found lying between tracks Nos. 3 and 4, about thirty feet east of signal No. 43, Boston yard.

February 6. — Marsden, Mary: killed. Crossing tracks near Fourth Street bridge, Pittsfield, and was struck by train No. 487.

February 7. — Rose, M. freight brakeman: ankles sprained. While switching in West Springfield yard a sudden jolt of cars caused him to fall from top of a car to the ground.

February 11. — Lovett, Alvin: arm broken and skull appears to be fractured.

This boy was riding with his father over Cabot's crossing (half a mile south of Enfield), and team was struck by train No. 475.

February 13. — Farrell, P., freight brakeman: left knee injured. Making a run of four cars to freight house track at Dalton; one car jumped the track, and Farrell was thrown from car to the ground.

February 16. — Lucas, C. E., freight brakeman: back hurt and generally shaken up. Fell from train while it was in motion, near Charlton.

February 19. — Jeremiah, Wm., Brooklyn, N. Y.: contusions on body and arms; one big toe amputated. Attempted to get on train No. 494 after it had started, at Pittsfield, and fell, his foot going under wheel.

February 20. — McCarthy, J., extra fireman, train No. 37: knee bruised. Seven cars of an east-bound freight train were derailed near Russell station, and train No. 37 ran into them; McCarthy was thrown down in cab of engine.

February 23. — Shannon, Francis (nine years old): contusion of left thigh and upper lip cut. Attempted to cross track near bridge No. 12, Boston, ahead of train No. 604, and was struck by engine.

February 27. — Trembly, E., freight brakeman: cut over left eye. Engine No. 52 pushed two cars down track No. 7 at Beacon Park yard, and struck caboose No. 24; Trembly was in caboose, and was thrown against the door.

March 1. — Laporte, Edmund, freight brakeman: killed. Run over while switching train in West Springfield yard.

March 1. — Simpson, J. E., freight conductor: right leg badly bruised. Getting on caboose while train was in motion, at South Framingham, his leg came in contact with "nigger-head," and he was thrown to the ground.

March 6. — Sullivan, C., freight brakeman: knees bruised. When train started in Worcester yard, a knuckle on D. & H. car No. 853 broke, and a piece flew and struck Sullivan.

March 8. — Cain, Bartholomew, trespasser: fatally injured. Was found lying beside track, about sixty-five feet north of first switch before entering Saxonville yard, after cars of Milford freight had been run in.

March 8. — Vaill, C. H., freight brakeman: back of head, right leg and left knee bruised. When engine backed down against caboose, in Beacon Park yard, it struck with such force that Vaill was thrown from deck seat to floor of caboose.

March 11. — Donovan, T. P., yard conductor: legs and stomach bruised. The cars of train No. 84 were thrown against those of train No. 10 on track No. 5 at Exeter Street yard, Boston; Donovan was on platform of New York & New Haven car No. 425; the collision forced the railing and header toward the body of car, and Donovan was caught between them.

March 14. — Carberry, P., freight brakeman: right leg and left hip hurt. Rode a car into west end of West Springfield yard; it did not go far enough, and engine backed down to push it further; Carberry was getting down, when engine came against car; he lost his hold and fell to the ground.

March 16. — Goldsmith, J. T., freight brakeman; Gateley, J. W., freight brakeman: Goldsmith, back and head bruised; Gateley, left hip bruised. Was kicking caboose into west yard at Worcester; towerman did not give signal, and caboose was stopped; engine was following closely, and struck caboose, throwing Goldsmith against end of it and Gateley against sink.

March 18. — Unknown man: back of head badly injured. This man was found on top of car of a freight train when it arrived at South Framingham; two men who were with him said he was struck by an overhead bridge near Natick.

March 20. — Unknown man: killed. Body was found at 7.10 A.M. by crew of a freight train; it was lying beside track No. 2 near Westfield, about one hundred feet west of bridge No. 120; had evidently been struck by a train some time during the night.

March 20. — Coppinger, P. J., yard brakeman: ankle injured. While switching in old yard, East Boston, he gave a stop motion, then started to step from one car to another; they were not coupled together, and he fell between them.

March 21. — Sands, Douglass T.: Left foot amputated at ankle, and great toe of right foot taken off. This man was a passenger in drawing-room car on train No. 60, and was under the influence of liquor; just before reaching Grafton Street crossing, Worcester, he went out on platform and fell from train.

March 24. — Dechen, Walter (fifteen years old), Westfield: left leg crushed by getting caught between dead-woods while getting on a freight train at Chester; died at Westfield hospital, at 6.25 A.M., March 25.

March 27. — Bowser, Edward, freight brakeman: both legs crushed and injured internally. Fell between cars at South Framingham, and was run over; died in about eight hours.

April 2. — Scully, M., freight brakeman: face cut under eye. While switching on track No. 4, at North Adams junction, he was climbing up on a car when they struck; cars rebounded, and his face struck head-block.

April 2. — Harper, A. C., fireman: flesh wound of finger, caused by getting it caught between top of pin and buffer of car while coupling engine No. 37 to pay car, in Boston yard.

April 5. — Chandler, H. E.: stepped from train No. 39 before it had stopped, at Worcester station, and fell on platform; said his shoulder was lame.

April 7. — Delaporte, E., yard brakeman: left hand jammed by getting caught between link and draw-bar while coupling engine No. 37 to milk car No. 6134 at milk shed, Cambridge.

April 9. — Molinski, Peter: one leg and one arm cut off and scalp badly injured. Went around gate at Green Street crossing, Worcester, was struck by engine No. 123 of extra freight train, and apparently fell under train.

April 9. — Leavitt, P. O., fireman: hip hurt and thumb sprained. Was standing on sill outside of cab of engine No. 3, cleaning windows, and when just east of Huntington Avenue bridge, Boston, he struck post which supports signal wires, and fell to the ground.

April 13. — Haley, Harry, Boston, tramp: arm run over above wrist. Says he tried to get on a moving freight train, near Jamesville, lost his hold and fell.

April 15. — Millet, Peter, section man: killed. Walking on track, returning from dinner, stepped out of the way of an east-bound freight train and was struck by train No. 15. Accident happened about a mile and a quarter east of West Warren station.

April 20. — Quigley, Michael, yard brakeman: hand injured by getting caught while coupling engine to freight car at Exeter Street yard, Boston.

April 28. — Powers, Thos., section man: knocked down, no bones broken. Walking on shoulder of track, about a mile and a quarter west of Becket, and was struck by engine No. 175 of an east-bound freight train; he thought train was on track No. 2.

April 30. — Mellen, L. A., yard brakeman: head cut and foot crushed.

Found lying unconscious on track No. 1 in Kneeland Street yard, Boston; supposed to have been struck by bridge No. 3 and thrown from car.

May 3. — Seymour, Thos., freight brakeman: scalp cut and shoulder bruised. While making a run of a car at Hinsdale, he was holding up lever to uncouple, and was struck by a car on next track.

May 6. — Cowles, R., laborer: killed. Got off freight train, engine No. 61, at Russell gravel pit, stepped on track No. 2 and was struck by train No. 10.

May 6. — Fitzgerald, Bridget, bruised and ankle turned. Claims she was knocked off bridge No. 339, just east of Newton Lower Falls station, by being struck by steps of car of train No. 550.

May 8. — Cofield, James, Salem, Mass.: hurt about the head. Freight train A. B. 2 broke apart near forty-second mile-post; flagman, going back to protect rear of train, found this man lying between tracks, but man was unable to say how he happened to be there.

May 9. — Unknown man: killed. Walking on track, about a mile east of North Wilbraham station, and was struck by train No. 43.

May 9. — Trindall, Chas., fireman: head cut. Stepped up on tender to get hoe, and was struck by bridge No. 5, Boston yard.

May 11. — O'Brien, Edward (about nine years old): killed. As freight train No. 657 was passing Putnam Avenue, Cambridgeport, this boy either attempted to crawl under or fell under, and was run over.

May 12. — Besseer, Eddie, West Warren: foot crushed. Attempted to get on a moving freight train, about three-quarters of a mile west of West Warren station; his foot slipped under wheel.

May 12. — Glennon, James, yard brakeman: finger bruised by getting caught between pin and casting on engine, while coupling switcher to baggage car at Exeter Street yard, Boston.

May 17. — Bemis, Mrs. James; Tourtellotte, Miss: both hurt about the head. Stepped from train No. 35 before it had stopped, at South Framingham, and fell on station platform.

May 20. — Kelly, M., freight brakeman: back of head bruised. Standing on top of a car while switching at Charlton, and was struck by bridge just east of station.

May 21. — McDonald, J., freight brakeman: slight scalp wound. Was going to set up a brake, slipped and fell from top of a box car onto a flat. Accident happened in West Springfield yard.

May 22. — Daly, John F., Milford, Mass., tramp: left foot cut off. Attempted to get on a moving freight train at West Brookfield, slipped, and his foot went under wheels.

May 30. — McCullough, Chas., Wellesley: cut over eye. Jumped from train No. 207 before it had stopped, at Riverside, and fell.

May 31. — Dearborn, Louis, Chelsea: both feet slightly crushed. Stealing a ride on a freight train, and when train was between Lake Crossing and Wellesley Hills got his feet caught between dead-woods.

June 6. — Collins, Stephen (two and one-half years old): walking beside track, one-quarter of a mile south of Webster Mills station, and was struck by step of car of train No. 403 and knocked down. Doctor said no injury other than a severe shaking up.

June 8. — Wright, Mrs. John: back strained a little. When leaving train No. 54, at North Wilbraham, slipped down steps to platform.

June 8. — McBrighton, Dan, South Boston: wound on head, and flesh torn from lower part of arm. Walking on track, near North Grafton; stepped

between tracks to avoid train No. 64 and was struck by car steps and thrown against a passing freight train.

June 11. — Clark, J. E., freight brakeman: right leg and left hip bruised. Brake-staff on Boston & Albany car No. 2625 broke just above ratchet wheel; Clark fell between the rails, and car passed over him. Accident happened in Worcester yard.

June 11. — Bouley, B. L., freight brakeman: stomach injured. Staking a car, in Worcester yard; Bouley was holding stake against car, and when engine came against it the stake broke, struck him in the stomach and knocked him down.

June 12. — Williams, G. W., freight conductor: right side bruised. While pulling off track No. 9 to back onto track No. 11, in Beacon Park yard, he was hanging on side of car, and was struck by target on switch of track No. 9.

June 14. — Foley, C. J., freight brakeman: instep of left foot sprained. While switching in Worcester yard he was standing on step of a car to cut it off, and a switch target struck his foot.

June 17. — McDoogue, Lena: head and back injured. While leaving train No. 123, at Auburndale, her heel caught on step, she slipped and fell backward, striking her head and back on car steps.

June 18. — Unknown men (two): killed. On arrival of freight train from the west, in West Springfield yard at 12.20 A.M., June 19, these men were found under some iron beams in B., R. & P. car No. 5521. They were evidently stealing a ride, when the beams fell over on them.

June 19. — Malcomb, Geo., freight brakeman: hip bruised. Getting off a car in Beacon Park yard, lost his balance and fell.

June 22. — Glennon, J., yard brakeman: thumb bruised by getting caught while coupling engine to a car in Exeter Street yard, Boston.

June 24. — Kelliher, Wm., trespasser: back of head cut. Walking on track at east end of Springfield freight yard, and was struck by engine of a freight train.

June 27. — Unknown man: killed. Body found lying on track No. 1, just west of bridge No. 91 A, at 4.10 A.M., by crew of an east-bound freight train. It is supposed the man fell from one of the Forepaugh & Sells Bros. circus trains, on its way from Worcester to Pittsfield.

June 29. — Rumrill, R. H., freight brakeman: right collar-bone broken; arms, shoulders and back injured. After making cut of train, preparatory to leaving a car, at Jamesville, he gave signal for train to go ahead; it moved ahead about six or eight feet; then head brakeman gave signal to back up; and Rumrill, who had stepped between cars to get on, was struck and knocked down.

June 30. — Gallagher, W., yard brakeman: bad scalp wound and body bruised. While switching in Huntington Avenue yard, Boston, he was going up side ladder of car, was struck by signal bridge and knocked off.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BOSTON & ALBANY RAILROAD

(NEW YORK CENTRAL & HUDSON RIVER RAILROAD COMPANY, LESSEE),

BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Edgar Van Etten, *Second Vice-President of Lessee Company in charge*, Boston, Mass. Frank H. Ratcliffe, *Cashier*, Boston, Mass. Samuel Hoar, *General Counsel*, Boston, Mass. Myron E. Barber, *General Auditor*, Boston, Mass. Walter H. Barnes, *General Manager*, Boston, Mass. Henry B. Chapin, *General Traffic Manager*, Boston, Mass. Arthur S. Hanson, *General Passenger Agent*, Boston, Mass. Hamilton Perkins, *General Freight Agent*, Boston, Mass. William R. Robeson, *General Superintendent*, Springfield, Mass.

I hereby certify that the statements contained in the foregoing return are full, just and true.

J. CARSTENSEN,
Comptroller of the Lessee Company.

STATE OF NEW YORK.

COUNTY OF NEW YORK, ss. SEPT. 28, 1901. Then personally appeared the above-named J. Carstensen, comptroller, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

LOUIS BENDER,
Notary Public, New York County.

RETURN

OF THE

BOSTON & LOWELL RAILROAD CORPORATION

FOR THE YEAR ENDING JUNE 30, 1901.

[Leased to and operated by the Boston & Maine.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|------------------------|
| Rental received from lease of road, | \$864,069 50 |
| Expenses and charges upon income accrued during the year: | |
| Salaries and maintenance of organization, | \$7,000 00 |
| Interest on funded debt, | 332,092 50 |
| Interest and discount on unfunded debts and loans, | 2,625 00 |
| TOTAL EXPENSES AND CHARGES UPON INCOME, | 341,717 50 |
| NET DIVISIBLE INCOME, | \$522,352 00 |
| Dividends declared (8 per cent), | \$522,352 00 |
| Amount of surplus June 30, 1900, | \$1,436,063 91 |
| TOTAL SURPLUS JUNE 30, 1901, | \$1,436,063 91 |
| GENERAL BALANCE SHEET JUNE 30, 1901. | |
| ASSETS. | Dr. |
| Cost of road, | \$12,057,694 72 |
| Cost of equipment, | 833,583 94 |
| Stock of St. Johnsbury & Lake Champlain Railroad Company, | \$360,470 50 |
| Stock of Peterborough Railroad Company, | 19,860 00 |
| Stock of Essex Marine Railway Company, | 3,775 00 |
| Bonds of Central Massachusetts Railroad Company, | \$2,000,000 00 |
| Bonds of St. Johnsbury & Lake Champlain Railroad Company, | 895,000 00 |
| | 384,105 50 |
| TOTAL PERMANENT INVESTMENTS, | \$16,170,384 16 |
| Cash, | \$13,500 49 |
| Due from solvent companies and individuals, | 777,318 12 |
| TOTAL CASH AND CURRENT ASSETS, | 790,818 61 |
| TOTAL, | \$16,961,202 77 |

| LIABILITIES. | | Cr. | |
|--|--------------|-----|-----------------|
| Capital stock, | | | \$6,529,400 00 |
| Funded debt, | | | 8,529,000 00 |
| Current liabilities: | | | |
| Dividends not called for, | \$261,312 00 | | |
| Matured interest coupons unpaid (including coupons due July 1), | 37,932 50 | | |
| TOTAL CURRENT LIABILITIES, | | | 299,244 50 |
| Accrued liabilities: rentals accrued and not yet due, | | | 59,515 02 |
| Sinking and other special funds: | | | |
| Premium and discount on bonds, | \$100,251 10 | | |
| Miscellaneous account, | 7,728 24 | | |
| TOTAL SINKING AND OTHER SPECIAL FUNDS, | | | 107,979 34 |
| Profit and loss balance (surplus), | | | 1,436,063 91 |
| TOTAL, | | | \$16,961,202 77 |

| PROPERTY ACCOUNTS. | | |
|--|-------------|--------------|
| Additions to construction account: | | |
| Bridges and culverts, | \$16,298 02 | |
| Roadbed and track, | 77,069 65 | |
| Land damages, | 12,470 46 | |
| Real estate and buildings, | 125,458 45 | |
| Wharves and wharf property, | 85,610 03 | |
| TOTAL ADDITIONS TO CONSTRUCTION ACCOUNT, | | \$316,906 61 |
| Other expenditures charged to property accounts: share Essex Marine Railway, | | 50 00 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | | \$316,956 61 |
| Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): | | |
| Land damages, | \$13,487 45 | |
| Real estate and buildings, | 50 00 | |
| TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, | | 13,537 45 |
| NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, | | \$303,419 16 |

| CAPITAL STOCK. | | |
|---|----------------|----------------|
| Capital stock authorized by law, | \$7,379,400 00 | |
| Capital stock authorized by votes of company, | 6,529,400 00 | |
| Capital stock issued and outstanding, | | \$6,529,400 00 |
| Number of shares issued and outstanding, | 65,294 | |
| Number of stockholders, | 2,142 | |
| Number of stockholders in Massachusetts, | 1,807 | |
| Amount of stock held in Massachusetts, | \$5,631,900 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|--------------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| | Per Cent. | | | |
| Bonds dated July, 1876, | 6 | July 1, 1896, | \$1,000 00 | - |
| Bonds dated May, 1883, | 4½ | May 1, 1903, | 250,000 00 | \$11,250 00 |
| Bonds dated September, 1885, | 4 | Sept. 1, 1905, | 500,000 00 | 20,000 00 |
| Bonds dated November, 1886, | 4 | Nov. 1, 1906, | 500,000 00 | 20,000 00 |
| Bonds dated June, 1887, | 4 | June 1, 1907, | 2,000,000 00 | 80,000 00 |
| Bonds dated July, 1887, | 4 | July 1, 1907, | 325,000 00 | 13,000 00 |
| Bonds dated April, 1889, | 4 | April 1, 1909, | 350,000 00 | 14,000 00 |
| Bonds dated April, 1892, | 4 | April 1, 1932, | 1,000,000 00 | 40,000 00 |
| Bonds dated February, 1893, | 4 | Feb. 1, 1913, | 1,000,000 00 | 40,000 00 |
| Bonds dated March, 1895, | 4 | Mch. 1, 1915, | 500,000 00 | 20,000 00 |
| Bonds dated July, 1896, | 4 | July 1, 1916, | 750,000 00 | 30,000 00 |
| Bonds dated October, 1897, | 4 | Oct. 1, 1917, | 200,000 00 | 8,000 00 |
| Bonds dated October, 1898, | 4 | Oct. 1, 1918, | 214,000 00 | 8,560 00 |
| Bonds dated July, 1899, | 3½ | July 1, 1919, | 620,000 00 | 21,700 00 |
| Bonds dated January, 1901, | 3½ | Jan. 1, 1921, | 319,000 00 | 5,582 50 |
| TOTALS, | | | \$8,529,000 00 | \$332,092 50 |

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED. | Total. | In Massachusetts. |
|--|---------|-------------------|
| | Miles. | Miles. |
| Length of main line, | 26.750 | 26.750 |
| Length of branch line,* | 85.000 | 70.200 |
| TOTAL LENGTH OF LINE OWNED, | 111.750 | 96.950 |
| Length of second track, | 41.910 | 41.910 |
| Length of side track, etc.,* | 122.340 | 115.480 |
| TOTAL LENGTH OF TRACK OWNED, | 276.000 | 254.340 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BOSTON & LOWELL RAILROAD CORPORATION,

BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Walter C. Baylies, *President*, Boston, Mass. Charles E. Cotting, *Vice-President*, Boston, Mass. Henry B. Cabot, *Treasurer and Clerk of Corporation*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Walter C. Baylies, Boston, Mass. T. Jefferson Coolidge, Manchester, Mass. Francis L. Higginson, Boston, Mass. Edwin Morey, Boston, Mass. Chas. E. Cotting, Boston, Mass. George A. Gardner, Boston, Mass. Henry B. Cabot, Brookline, Mass.

* Including one-half of Manchester & Keene Railroad.

We hereby certify that the statements contained in the foregoing return are full, just and true.

GEO. A. GARDNER,
WALTER C. BAYLIES,
T. JEFFERSON COOLIDGE,
F. L. HIGGINSON,
HENRY B. CABOT,
CHAS. E. COTTING,

Directors.

HENRY B. CABOT,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK SS. BOSTON, July 18, 1900. Then personally appeared the above-named Henry B. Cabot; and on Aug. 8, 1901, the above-named T. Jefferson Coolidge, Francis L. Higginson and Charles E. Cotting; and on Aug. 10, 1901, the above-named Walter C. Baylies; and on Aug. 12, 1901, the above-named George A. Gardner, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GEORGE D. BURRAGE,

Justice of the Peace.

RETURN

OF THE

BOSTON & MAINE RAILROAD

FOR THE YEAR ENDING JUNE 30, 1901.

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|-----------------|
| Gross earnings from operation, | \$30,800,914 84 |
| Operating expenses, | 21,522,187 38 |
| NET EARNINGS FROM OPERATION, | \$9,278,727 46 |
| Dividends received on stocks owned: | |
| Maine Central R.R. (25,160 shares, 6 per cent), | \$150,960 00 |
| Portland & Ogdensburg R.R. (3,952 $\frac{1}{10}$ shares, 2 per cent), | 7,904 80 |
| St. John Bridge & R'y Ext'n Co. (240 shares, 10 per cent), | 1,200 00 |
| Suncook Valley R.R. (owned by C. & M. R.R., 630% shares, 6 per cent), | 3,783 60 |
| Pemigewasset Valley R.R. (owned by C. & M. R.R., 381 shares, 6 per cent), | 2,286 00 |
| New Boston R.R. (owned by C. & M. R.R., 100 shares, 4 per cent), | 400 00 |
| Mt. Washington R'y (owned by C. & M. R.R., 1,099 shares, 3 per cent), | 3,297 00 |
| Mt. Washington R'y (owned by C. & P. R.R., 194 shares, 3 per cent), | 582 00 |
| Vermont Valley R.R. (owned by Conn. River R.R., 9,734 shares, par \$50, 6 per cent), | 29,202 00 |
| Peterborough R.R. (owned by B. & L. R.R., 331 shares, 4 per cent), | 1,324 00 |
| Windsor Bridge Co. (owned by F. R.R., 14 $\frac{1}{2}$ shares, 6 per cent), | 87 00 |
| | \$201,026 40 |

Interest received on bonds owned:

| | | |
|--|------------|------------|
| Central Mass. R.R. (\$100,000, 1 year, 5 per cent), . . . | \$5,000 00 | |
| Woodsville Aqueduct Co. (owned by B. & M. R.R., \$5,450. 1 year, 4 per cent), . . . | 218 00 | |
| Woodsville Aqueduct Co. (owned by C. & M. R.R., \$10,000, 1 year, 4 per cent), . . . | 400 00 | |
| | | \$5,618 00 |

Miscellaneous income, less expense of collecting:

| | | |
|---|--------------|--------------|
| Rents of tenements, lands, etc., . . . | \$359,465 04 | |
| Less expense, . . . | 48,404 70 | |
| | | \$311,060 34 |
| Bridge tolls, . . . | \$8,937 00 | |
| Less expense, . . . | 1,430 00 | |
| | | 7,507 00 |
| Interest received, . . . | 35,544 82 | |
| Sundry items, . . . | 12,519 00 | |
| | | 366,631 16 |

TOTAL INCOME FROM SOURCES OTHER THAN OPERATION, \$573,275 56

GROSS INCOME ABOVE OPERATING EXPENSES, . . . \$9,852,003 02

Charges upon income accrued during the year:

| | |
|---|----------------|
| Interest on funded debt, . . . | \$1,212,951 57 |
| Interest and discount on unfunded debts and loans (real estate mortgages, etc.), . . . | 55,636 66 |

Taxes:

| | |
|-----------------------|----------------|
| Taxes, . . . | \$1,495,844 54 |
| Revenue stamps, . . . | 51,470 51 |
| | 1,547,315 05 |

Rentals of leased roads:

| | |
|----------------------------------|----------------|
| Fitchburg R.R., . . . | \$1,780,940 00 |
| Boston & Lowell R.R., . . . | 764,069 50 |
| Concord & Montreal R.R., . . . | 773,730 50 |
| Connecticut River R.R., . . . | 359,175 00 |
| Wor., Nash. & Roch. R.R., . . . | 250,000 00 |
| Vermont & Mass. R.R., . . . | 244,580 00 |
| Conn. & Pass. Rivers R.R., . . . | 213,000 00 |
| Northern R.R., . . . | 216,104 00 |
| Central Mass. R.R., . . . | 163,627 45 |
| Nashua & Lowell R.R., . . . | 73,000 00 |
| Lowell & Andover R.R., . . . | 52,500 00 |
| Manchester & Law. R.R., . . . | 112,960 00 |
| Stony Brook R.R., . . . | 21,500 00 |
| Wilton R.R., . . . | 20,400 00 |
| Peterboro R.R., . . . | 15,700 00 |
| Concord & Portsmouth R.R., . . . | 25,000 00 |
| Pemigewasset Valley R.R., . . . | 32,790 00 |
| Suncook Valley R.R., . . . | 14,700 00 |
| Massawippi Valley R.R., . . . | 40,000 00 |
| Kenneb'k & K'k'port R.R., . . . | 2,925 00 |
| New Boston R.R., . . . | 2,800 00 |
| Troy & Bennington R.R., . . . | 15,400 00 |

\$5,194,901 45

| | | |
|---|--------------|----------------|
| Charges upon income accrued during the year — <i>Con.</i> | | |
| Rentals of leased roads — <i>Con.</i> | | |
| Newport & Rich- | | |
| ford R.R., | \$17,500 00 | |
| Sub-let to C. P. | | |
| R'y for | 18,000 00 | |
| Credit, | \$500 00 | |
| | | \$5,194,401 45 |
| Payments to sinking and other special funds: | | |
| Sinking fund, Eastern R.R., | \$100,000 00 | |
| Sinking fund, Boston & | | |
| Maine R.R., | 51,285 00 | |
| | | 151,285 00 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . | | \$8,161,589 73 |
| NET DIVISIBLE INCOME, | | \$1,690,413 29 |
| Dividends declared during the year payable on — | | |
| October 1, 1900, $1\frac{3}{4}$ per cent on \$20,081,100, | | |
| common, | \$351,419 25 | |
| January 1, 1901, $1\frac{3}{4}$ per cent on \$20,082,500, | | |
| common, | 351,443 75 | |
| April 1, 1901, $1\frac{3}{4}$ per cent on \$20,766,600, | | |
| common, | 363,415 50 | |
| July 1, 1901, $1\frac{3}{4}$ per cent on \$22,230,200, | | |
| common, | 389,028 50 | |
| September 1, 1900, 3 per cent on \$3,149,800, | | |
| preferred, | 94,494 00 | |
| March 1, 1901, 3 per cent on \$3,149,800, pre- | | |
| ferred, | 94,494 00 | |
| Amount paid in lieu of dividends on stock | | |
| issued in exchange for stock of roads | | |
| purchased, | 705 39 | |
| TOTAL DIVIDENDS DECLARED, | | 1,645,000 39 |
| Surplus for the year ending June 30, 1901, | | \$45,412 90 |
| Amount of surplus June 30, 1900, | | 1,519,752 55 |
| TOTAL SURPLUS JUNE 30, 1901, | | \$1,565,165 45 |

EARNINGS FROM OPERATION.

| DEPARTMENT OF SERVICE. | Gross Receipts. | Deductions. | Earnings. |
|--|-----------------|--------------|-----------------|
| Passenger service: | | | |
| Gross receipts from passengers, | \$11,266,625 94 | | |
| Deductions: | | | |
| Tickets redeemed, | | \$20,660 00 | |
| Excess fares refunded, | | 98,208 45 | |
| Total deductions, | | \$118,868 45 | |
| NET REVENUE FROM PASSENGERS, | | | \$11,147,757 49 |
| From mails, | \$438,760 43 | | |
| From express, | 801,681 05 | | |
| From extra baggage and storage, | 137,960 97 | | |
| | | | 1,378,402 45 |
| TOTAL EARNINGS, PASSENGER SERVICE, | | | \$12,526,159 94 |

EARNINGS FROM OPERATION—Concluded.

| DEPARTMENT OF SERVICE. | Gross Receipts. | Deductions. | Earnings. |
|---|-----------------|--------------|-----------------|
| Freight service: | | | |
| Gross receipts from freight, | \$17,660,414 48 | | |
| Deductions: | | | |
| Overcharge to shippers, | | \$222,497 88 | |
| NET REVENUE FROM FREIGHT, | | | \$17,437,916 60 |
| From stock yards, | \$5,110 27 | | |
| From elevators, | 327,768 54 | | |
| Other earnings, freight service: | | | |
| Switching, | 141,910 74 | | |
| Storage and miscellaneous, | 295,809 33 | | |
| | | | 770,598 88 |
| TOTAL EARNINGS, FREIGHT SERVICE, | | | \$18,208,515 48 |
| TOTAL PASSENGER AND FREIGHT EARNINGS, | | | \$30,734,675 42 |
| Other earnings from operation: | | | |
| Telegraph companies, | \$5,700 78 | | |
| Rentals from tracks, yards and terminals, | 38,506 13 | | |
| From other sources: | | | |
| Steamer "Mt. Washington," | 18,530 98 | | |
| Steamer "Lady of the Lake," | 3,501 53 | | |
| TOTAL OTHER EARNINGS, | | | 66,239 42 |
| GROSS EARNINGS FROM OPERATION, | | | \$30,800,914 84 |

EXPENSES OF OPERATION.

| | |
|--|----------------|
| General expenses: | |
| Salaries of general officers, | \$87,652 92 |
| Salaries of clerks and attendants, | 223,073 89 |
| General office expenses and supplies, | 42,403 25 |
| Insurance, | 145,301 71 |
| Law expenses, | 185,232 14 |
| Stationery and printing (general offices), | 14,767 43 |
| Other general expenses: miscellaneous expense, | 102,951 11 |
| TOTAL, | \$801,382 45 |
| Maintenance of way and structures: | |
| Repairs of roadway, | \$2,013,257 28 |
| Renewals of rails, | 179,830 80 |
| Renewals of ties, | 477,992 95 |
| Repairs and renewals of bridges and culverts, | 243,355 96 |
| Repairs and renewals of fences, road crossings, signs and cattle guards, | 126,243 24 |
| Repairs and renewals of buildings and fixtures, | 440,777 10 |
| Repairs and renewals of docks and wharves, | 19,715 50 |
| Repairs and renewals of telegraph, | 8,700 76 |
| Stationery and printing, | 4,406 15 |
| Other expenses of maintaining way and structures: | |
| Repairs of electric line, | 834 20 |
| Miscellaneous expense, | 528 19 |
| TOTAL, | \$3,515,642 13 |

| | | |
|--|----------------|------------------------|
| Maintenance of equipment: | | |
| Superintendence, | | \$92,086 23 |
| Repairs and renewals of locomotives (includes \$403,131.72, new locomotives), | | 1,379,836 75 |
| Repairs and renewals of passenger cars (includes \$57,046.18, new passenger cars), | | 743,593 73 |
| Repairs and renewals of freight cars (includes \$288,386.41, new freight cars), | | 1,126,919 96 |
| Repairs and renewals of work cars, | | 24,984 39 |
| Repairs and renewals of shop machinery and tools, | | 119,103 40 |
| Stationery and printing, | | 7,192 60 |
| Other expenses of maintaining equipment: miscellaneous expense (watching, etc.), | | 66,813 54 |
| TOTAL, | | \$3,560,530 60 |
| Conducting transportation: | | |
| Superintendence, | | \$410,721 92 |
| Engine and roundhouse men, | | 1,909,131 73 |
| Fuel for locomotives, | | 3,322,981 17 |
| Water supply for locomotives, | | 137,541 59 |
| Oil, tallow and waste for locomotives, | | 40,218 23 |
| Other supplies for locomotives, | | 48,330 93 |
| Train service, | | 1,620,107 28 |
| Train supplies and expenses, | | 414,482 64 |
| Switchmen, flagmen and watchmen, | | 1,457,949 97 |
| Telegraph expenses, | | 296,770 84 |
| Station service, | | 2,157,408 11 |
| Station supplies, | | 296,194 23 |
| Car mileage — balance, | | 603,338 37 |
| Loss and damage, | | 86,924 40 |
| Injuries to persons, | | 264,591 14 |
| Clearing wrecks, | | 37,260 24 |
| Operating marine equipment, | | 20,496 57 |
| Advertising, | | 80,994 83 |
| Outside agencies, | | 88,879 99 |
| Stock yards and elevators, | | 87,754 67 |
| Rentals for tracks, yards and terminals, | | 52,045 95 |
| Rentals of buildings and other property, | | 19,950 00 |
| Stationery and printing, | | 175,129 25 |
| Other expenses of conducting transportation: | | |
| Miscellaneous expense, | | 1,374 25 |
| Electric motive power, | | 14,053 90 |
| TOTAL, | | \$13,644,632 20 |
| Recapitulation: | | |
| General expenses, | | \$801,382 45 |
| Maintenance of way and structures, | | 3,515,642 13 |
| Maintenance of equipment, | | 3,560,530 60 |
| Conducting transportation, | | 13,644,632 20 |
| TOTAL OPERATING EXPENSES, | | \$21,522,187 38 |
| Percentage of operating expenses to gross earnings, | | 69 875 |
| GENERAL BALANCE SHEET JUNE 30, 1901. | | |
| | ASSETS. | DR. |
| Cost of road, | | \$41,815,846 04 |
| Cost of equipment, | | 5,203,062 08 |

| | | |
|---|----------------|----------------|
| Real estate, Nashua, N. H., | \$215,197 55 | |
| Real estate, Fabyans, N. H., | 1,631 98 | |
| Land at Dover, N. H., | 13,183 69 | |
| Land at Old Orchard, Me., | 7,648 52 | |
| Land at Portland, Me., | 31,135 40 | |
| Land at Saco and Biddeford, Me., | 23,350 00 | |
| Land at Wakefield, Mass., | 3,300 00 | |
| Land at Chelmsford, Mass., | 1,500 00 | |
| Land at Lowell, Mass., | 4,613 80 | |
| Land at Newburyport, Mass., | 4,400 00 | |
| Land at Bar Harbor, Me., | 45,104 37 | |
| Land at Manchester, Mass., | 1,090 00 | |
| Land at East Boston, Mass., | 20,625 00 | |
| Land at Somerville, Mass., | 412,630 57 | |
| Land at Lynn, Mass., | 70,483 15 | |
| Land at Charlestown, Mass., | 53,457 06 | |
| Land at Melrose Highlands and Melrose, Mass., | 9,000 00 | |
| Land at Beverly, Mass., | 9,274 25 | |
| Land at Harrisville, N. H., | 150 00 | |
| Land at Portsmouth, N. H., | 4,725 70 | |
| Land at Marlboro, N. H., | 65 00 | |
| Land at Marblehead, Mass., | 8,606 74 | |
| Land at Peabody, Mass., | 2,327 60 | |
| Land at East Cambridge, Mass., | 42,662 75 | |
| Land at Arlington, Mass., | 5,515 46 | |
| Land at Malden, Mass., | 27,496 63 | |
| Land at Rockport, Mass., | 3,935 28 | |
| Land at Hamilton, Mass., | 5,000 00 | |
| Land at Medford, Mass., | 20,651 90 | |
| Land at Everett, Mass., | 27,824 65 | |
| Land at Cliftondale, Mass., | 4,565 00 | |
| Land at Wellington, Mass., | 9,100 00 | |
| Land at Newbury, Mass., | 300 00 | |
| Land at Hillsboro, N. H., | 1,700 64 | |
| Land at Rochester, N. H., | 2,200 00 | |
| Land at Georgetown, Mass., | 825 00 | |
| Land at Charlestown, Mass., | 193,072 31 | |
| Land at Worcester, Mass., | 1,164 00 | |
| Land at Chelsea, Mass., | 7,500 00 | |
| Land at Revere, Mass., | 19,000 00 | |
| Land at Saugus, Mass., | 525 00 | |
| Land at Danvers, Mass., | 1,000 00 | |
| Land at Salem, Mass., | 1,000 00 | |
| Land at Fremont, N. H., | 400 00 | |
| Land at Exeter, N. H., | 300 00 | |
| Land at Valley Falls, N. Y., | 2,342 50 | |
| Land on line of Nashua, Acton & Boston Br., | 334 00 | |
| TOTAL, | | \$1,321,825 50 |
| Stock of Boston & Maine R R., 11,282 shares, | \$1,293,559 95 | |
| Stock of Maine Central R.R., 25,160 shares, | 2,516,000 00 | |
| Stock of York Harbor & Beach R.R., 4,971 shares, par \$50, | 248,550 00 | |
| Stock of Portland & Ogdensburg R.R., 3,952 1/2 shares, | 146,238 80 | |
| Stock of Portland Union Railway Station Co., 250 shares, | 25,000 00 | |
| Stock of Portland, Mt Desert & Machias Steamboat Co., 300 shares, par \$50, | 15,000 00 | |
| Stock of St Johnsburry & Lake Champlain R.R., 809 shares, par \$50, | 4,303 56 | |

| | | |
|---|-----------------|-----------------|
| Stock of Newburyport R.R., 1,370 shares, . . . | \$4,110 00 | |
| Stock of Danvers R.R., 471 shares, . . . | 2,345 00 | |
| Stock of Portsmouth Bridge, 400 shares, . . . | 4,000 00 | |
| Stock of St. John's Bridge & Railway Extension Co., 240 shares, par \$50, . . . | 684 00 | |
| Stock of Montreal & Atlantic R'y Co., 373 shares, . . . | 3,000 00 | |
| Stock of Concord & Claremont (N. H.) R.R., 32 shares, . . . | 640 00 | |
| Stock of Proprietors Wells River Bridge, 1 share, . . . | 90 00 | |
| Stock of Fitchburg R.R. Co., 54,547 shares, . . . | 5,454,549 75 | |
| TOTAL, | | \$9,718,071 06 |
| Bonds of Newburyport R.R. (\$300,000), . . . | \$298,464 95 | |
| Bonds of Danvers R.R. (\$125,000), . . . | 125,000 00 | |
| Bonds of St. Johnsbury & Lake Champlain R.R., . . . | 432,000 00 | |
| Bonds of Central Mass. R.R. (\$100,000), . . . | 100,000 00 | |
| Bonds of Woodsville Aqueduct Co. (\$5,450), . . . | 5,618 50 | |
| TOTAL, | | 961,083 45 |
| Other permanent property: | | |
| Steamer "Mt. Washington" and wharves, . . . | \$69,260 24 | |
| Richford, Vt., elevator, | 52,261 43 | |
| TOTAL, | | 121,521 67 |
| TOTAL PERMANENT INVESTMENTS, | | \$59,141,409 80 |
| Cash, | \$1,953,436 58 | |
| Bills receivable, | 830,584 35 | |
| Due from agents, | 1,546,190 35 | |
| Traffic balances due from other companies, . . . | 309,994 16 | |
| Due from solvent companies and individuals, . . | 2,963,203 40 | |
| Sinking and other special funds, | 1,053,520 03 | |
| TOTAL CASH AND CURRENT ASSETS, | | 8,656,928 87 |
| Materials and supplies, | \$2,669,746 16 | |
| Other assets and property: | | |
| Prepaid insurance premiums, etc., | 128,069 04 | |
| Elimination grade crossings, in process, . . . | 226,748 06 | |
| TOTAL MISCELLANEOUS ASSETS, | | 3,024,563 26 |
| TOTAL, | | \$70,822,901 93 |
| LIABILITIES. | | CR. |
| Capital stock, common: | | |
| Boston & Maine, | \$23,361,800 00 | |
| Boston & Maine, scrip, | 1,863 04 | |
| Portland, Saco & Portsmouth, | 3,200 00 | |
| Portsmouth & Dover, | 307 66 | |
| | \$23,367,170 70 | |
| Capital stock, preferred, | 3,149,800 00 | |
| TOTAL CAPITAL STOCK, | | \$26,516,970 70 |

| | |
|---|------------------------|
| Premium on Boston & Maine R.R. common stock sold, . . . | \$1,829,800 40 |
| Funded debt, | 28,794,914 96 |
| Real estate mortgages, | 594,800 00 |
| Current liabilities: | |
| Loans and notes payable, | \$500,000 00 |
| Audited vouchers and accounts, | 1,711,838 69 |
| Salaries and wages, | 470,628 04 |
| Traffic balances due to other companies, | 1,051,245 20 |
| Dividends not called for, | 12,616 25 |
| Matured interest coupons unpaid (including coupons due July 1), | 247,729 95 |
| Rentals due and unpaid (including rentals due July 1), | 1,188,599 01 |
| Miscellaneous current liabilities: | |
| Concord & Montreal R.R. improvement fund, | 189,960 24 |
| Dividend on common stock due July 1, 1901, | 389,028 50 |
| TOTAL CURRENT LIABILITIES, | 5,761,645 88 |
| Accrued liabilities: | |
| Interest accrued and not yet due, | \$295,494 97 |
| Taxes accrued and not yet due, | 552,059 33 |
| Rentals accrued and not yet due, | 436,965 63 |
| TOTAL ACCRUED LIABILITIES, | 1,284,519 93 |
| Amounts due leased roads at termination of leases, | 2,100,537 44 |
| Sinking and other special funds: | |
| Sinking fund for redemption of Boston & Maine R.R. bonds, | \$1,045,306 42 |
| Sinking fund for redemption of Eastern R.R. bonds, | 87,476 04 |
| Injury fund, | 150,000 00 |
| Contingent fund, | 150,000 00 |
| Suspense account, | 941,764 71 |
| TOTAL SINKING AND OTHER SPECIAL FUNDS, | 2,374,547 17 |
| Profit and loss balance (surplus), | 1,565,165 45 |
| TOTAL, | \$70,822,901 93 |

PROPERTY ACCOUNTS.

| | |
|--|-----------------------|
| Additions to construction account: | |
| Grading and masonry, | \$32,934 40 |
| Bridging, | 808 22 |
| Superstructure, including rails, | 3,331 61 |
| Lands, land damages and fences, | 23,184 66 |
| Engineering and other expenses incident to construction, | 404 27 |
| Elimination of grade crossings, | 231,250 05 |
| Other additions to construction account: | |
| Portsmouth Electric Railway construction, | 4,671 63 |
| Central Massachusetts R.R. purchase, | 5,240,460 53 |
| TOTAL ADDITIONS TO CONSTRUCTION ACCOUNT, | \$5,537,045 37 |

| | | |
|---|------------------------|------------------------|
| Additions to equipment account: | | |
| Locomotives (10 in number), account Central Massachusetts R.R. purchase, . . . | \$74,700 00 | |
| Cars for passenger service (20 in number), account Central Massachusetts R.R. purchase, . . . | 107,075 00 | |
| Cars for freight service (300 in number), account Central Massachusetts R.R. purchase, . . . | 120,375 00 | |
| Other additions to equipment account: electric street railway equipment, . . . | 50,837 17 | |
| TOTAL ADDITIONS TO EQUIPMENT ACCOUNT, . . . | | \$352,987 17 |
| Other additions to property accounts: | | |
| 1 share Eastern R.R. common stock (being last outstanding share), . . . | \$216 25 | |
| 54,547 shares Fitchburg R.R. common stock, received in exchange for Boston & Maine R.R. 3 per cent bonds, . . . | 5,454,549 75 | |
| 1 share stock Proprietors Wells River Bridge, . . . | 90 00 | |
| Land at Somerville, Mass., . . . | 1,511 61 | |
| Land at Lynn, Mass., . . . | 6,616 25 | |
| Land at Peabody, Mass., . . . | 201 35 | |
| Land at Charlestown, Mass., . . . | 77,906 35 | |
| Land at Worcester, Mass., . . . | 1,164 00 | |
| Land at Fremont, N. H., . . . | 400 00 | |
| Land at Valley Falls, N. Y., . . . | 2,342 50 | |
| Land at Exeter, N. H., . . . | 300 00 | |
| Land at Arlington, Mass., . . . | 505 14 | |
| | | 5,545,803 20 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . | | \$11,435,835 74 |
| Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): | | |
| 6,795 shares Boston & Maine R.R. common stock sold,* . . . | \$779,070 45 | |
| 1,250 shares Franklin & Tilton R.R. stock transferred to improvement account, Northern R.R., . . . | 125,000 00 | |
| Land at Manchester sold, . . . | 3,325 00 | |
| Land at Arlington transferred to separation of grade crossing, . . . | 1,241 60 | |
| Land at North Cambridge sold, . . . | 174 36 | |
| TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, . . . | | 908,811 41 |
| NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, . . . | | \$10,527,024 33 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, common, . . . | \$23,996,725 30 | |
| Capital stock authorized by law, preferred, . . . | 3,149,800 00 | |
| Total capital stock authorized by law, . . . | \$27,146,525 30 | |

* The premium over ledger value of \$511,979.55 has been used to pay for improvements, and this amount is included in the item of "Premium on Boston & Maine R.R. common stock sold," on page 9 of the balance sheet.

| | | |
|---|-----------------|-----------------|
| Capital stock authorized by votes of company, common, | \$23,653,125 30 | |
| Capital stock authorized by votes of company, preferred, | 3,149,800 00 | |
| Total capital stock authorized by vote, | \$26,802,925 30 | |
| Capital stock issued and outstanding, common, | \$23,361,800 00 | |
| Capital stock issued and outstanding, preferred, | 3,149,800 00 | |
| Total capital stock outstanding, | \$26,511,600 00 | |
| 32 shares capital stock Portland, Saco and Portsmouth Rail- road Company to be exchanged for Boston & Maine Railroad, common, | | 3,200 00 |
| 4 shares capital stock Portsmouth & Dover Railroad Com- pany to be exchanged for Boston & Maine Railroad, common, | | 307 66 |
| Boston & Maine Railroad common stock scrip convertible into stock, | | 1,863 04 |
| TOTAL CAPITAL STOCK LIABILITY, | | \$26,516,970 70 |
| Number of shares issued and out- standing, common, | 233,618 | |
| Number of shares issued and out- standing, preferred, | 31,498 | |
| Total number of shares outstanding, ———— | | 265,116 |
| Number of stockholders, common, | 6,562 | |
| Number of stockholders, preferred, | 667 | |
| Total number of stockholders, | | 7,229 |
| Number of stockholders in Massa- chusetts, common, | 4,143 | |
| Number of stockholders in Massa- chusetts, preferred, | 535 | |
| Total stockholders in Massachusetts, ———— | | 4,678 |
| Amount of stock held in Massachusetts, com- mon, | \$12,710,600 00 | |
| Amount of stock held in Massachusetts, pre- ferred, | 2,508,100 00 | |
| Total stock held in Massachusetts, | \$15,218,700 00 | |

REAL ESTATE MORTGAGES.

| DESCRIPTION OF MORTGAGED PROPERTY. | Rate of Interest. | Mortgage when Due. | Amount. | Interest Paid during the Year. |
|---------------------------------------|----------------------|-----------------------|--------------|--------------------------------------|
| Land in Charlestown, Mass., | Per Cent. 4 | Sept. 1, 1906, | \$594,800 00 | \$23,792 00 |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|---|-------------------|-------------------|---------------------|--------------------------------|
| | Per Cent. | | | |
| Boston & Maine Railroad bonds, | 4 $\frac{1}{2}$ | Jan. 1, 1944, | \$6,000,000 00 | \$270,450 00 |
| Boston & Maine Railroad bonds, | 4 | Aug. 1, 1942, | 2,500,000 00 | 99,720 00 |
| Boston & Maine Railroad bonds, | 3 | July 1, 1950, | 5,454,000 00 | 81,262 50 |
| Boston & Maine Railroad improve- ment bonds, | 4 | Feb. 2, 1905, | 1,000,000 00 | 40,000 00 |
| Boston & Maine Railroad improve- ment bonds, | 4 | Feb. 1, 1907, | 500,000 00 | 20,000 00 |
| Boston & Maine Railroad improve- ment bonds, | 4 | Feb. 1, 1937, | 1,919,000 00 | 76,760 00 |
| Eastern Railroad certificates of in- debtedness, United States gold, | 6 | Sept. 1, 1906, | 6,692,500 21 | 403,335 00 |
| Eastern Railroad certificates of in- debtedness, £ sterling, | 6 | Sept. 1, 1906, | 1,515,914 75 | 92,137 44 |
| Portsmouth, Great Falls & Conway Railroad bonds, | 4 $\frac{1}{2}$ | June 1, 1937, | 998,000 00 | 45,337 50 |
| Portsmouth Great Falls & Conway Railroad bonds (7 per cent)*, | 4 $\frac{1}{2}$ | Dec. 1, 1892, | 2,000 00 | - |
| Portland & Rochester Railroad ter- minal bonds, | 4 | Oct. 1, 1907, | 113,500 00 | 4,320 00 |
| Central Massachusetts Railroad bonds, | 5 | Oct. 1, 1906, | 2,000,000 00 | 100,000 00† |
| Central Massachusetts Railroad bonds, | 5 | Oct. 1, 1906, | 100,000 00 | 5,000 00† |
| TOTALS, | | | \$28,794,914 96 | \$1,238,322 44 |

SINKING AND OTHER SPECIAL FUNDS.

| <i>Sinking Funds.</i> | |
|--|----------------|
| Amount June 30, 1900, for redemption of Boston & Maine Railroad improvement bonds sinking fund, | \$955,553 52 |
| Amount June 30, 1900, of Eastern Railroad sinking fund, | 1,282 86 |
| TOTAL SINKING FUNDS JUNE 30, 1900, | \$956,836 38 |
| Additions during the year to Boston & Maine Railroad improvement bonds sinking fund, \$89,752 90 | |
| Additions during the year to Eastern Railroad sinking fund, 100,310 06 | |
| | 190,062 96 |
| TOTAL, INCLUDING ADDITIONS, | \$1,146,899 34 |
| Deductions during the year from Eastern Railroad sinking fund, | 14,116 88 |
| TOTAL SINKING FUNDS JUNE 30, 1901, | \$1,132,782 46 |
| <i>Injury Fund.</i> | |
| Amount of injury fund June 30, 1900, | \$150,000 00 |
| Additions during the year, | 270,582 02 |
| TOTAL, INCLUDING ADDITIONS, | \$420,582 02 |
| Deductions during the year, | 270,582 02 |
| TOTAL INJURY FUND JUNE 30, 1901, | \$150,000 00 |

* The \$2,000 of old bonds of Portsmouth, Great Falls & Conway Railroad have not yet been presented for exchange for the new bonds due June 1, 1937.

† Charged to rent of Central Massachusetts Railroad.

| <i>Contingent Fund.</i> | |
|--|--------------|
| Amount of contingent fund June 30, 1900, | \$150,000 00 |
| TOTAL CONTINGENT FUND JUNE 30, 1901, | \$150,000 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|---|----------------|
| Passenger traffic: | |
| Number of passengers carried paying revenue, | 38,496,814 |
| Number of passengers carried one mile, | 632,476,537 |
| Number of passengers carried one mile per average mile of road operated, | 280,233 |
| Average length of journey per passenger, | 16.430 miles. |
| Average amount received per passenger per mile carried, . | 1.763 cents. |
| Passenger earnings (gross) per average mile of road operated, | \$5,549 99.000 |
| Passenger earnings (gross) per passenger-train mile run, . | 1 16.952 |
| Freight traffic: | |
| Number of tons of freight hauled earning revenue, | 17,516,571 |
| Number of tons of freight hauled one mile, | 1,538,317,388 |
| Number of tons of freight hauled one mile per average mile of road operated, | 681,585 |
| Average length of haul per ton, | 87.820 miles. |
| Average amount received per ton per mile hauled, | 1.134 cents. |
| Freight earnings (gross) per average mile of road operated, | \$8,067 68.000 |
| Freight earnings (gross) per freight-train mile run, | 2 40.980 |
| Operating expenses: | |
| Operating expenses per average mile of road operated, . . | 9,535 88.000 |
| Operating expenses per revenue-train mile run, | 1 17.823 |
| Train mileage: | |
| Miles run by passenger trains, | 10,666,751 |
| Miles run by freight trains, | 7,424,741 |
| Miles run by mixed trains, | 174,963 |
| Total mileage of trains earning revenue, | 18,266,455 |
| Miles run by switching trains, | 6,495,946 |
| Miles run by construction and other trains, | 2,013,847 |
| Total train mileage, | 26,776,248 |
| Fares and freights: | |
| Average rate of fare per mile received for local and trip tickets, | 1.745 cents. |
| Average rate of fare per mile received for mileage tickets: | |
| 500 miles, 2½ cents; 1,000 miles, 2 cents. | |
| Average rate of fare per mile received for time and commutation tickets: within suburban circuit, 1 to 2 cents; outside suburban district, 2 to 2½ cents. | |
| Average rate of fare per mile received for interline tickets, . | 1.874 " |
| Average rate received per ton mile for local freight, . . | 2.122 " |
| Average rate received per ton mile for interline freight, . . | 0.774 " |
| Passengers to and from Boston: | |
| Number of passengers to Boston, | 10,709,131 |
| Number of passengers from Boston, | 10,901,605 |
| Employees: | |
| Average number of persons employed, | 21,912 |

DESCRIPTION OF RAILROAD OWNED AND OPERATED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED. | Total. | In Massa- chusetts. |
|---|------------------|------------------------|
| Length of main line, | Miles 449.600 | Miles. 176.780 |
| Length of branch line, | 168.670 | 90.830 |
| TOTAL LENGTH OF LINE OWNED, | 618.270 | 267.610 |
| Length of second track, | 166.600 | 106.090 |
| Length of third track, | 2.290 | 2.290 |
| Length of side track, etc., | 330.150 | 200.190 |
| TOTAL LENGTH OF TRACK OWNED, | 1,117.310 | 576.180 |
| RAILROAD OPERATED. | | |
| Length of main line, | 1,356.980 | 462.520 |
| Length of branch line, | 907.710 | 331.120 |
| TOTAL LENGTH OF LINE OPERATED,* | 2,264.690 | 793.640 |
| Length of second track, | 501.510 | 375.070 |
| Length of third track, | 8.340 | 6.990 |
| Length of fourth track, | 2.020 | 2.020 |
| Length of side track, etc., | 1,187.030 | 630.400 |
| TOTAL LENGTH OF TRACK OPERATED, | 3,963.590 | 1,808.120 |
| EQUIPPED FOR ELECTRIC POWER.† | | |
| Length of main line, | 16.470 | - |
| Length of side track, etc., | .880 | - |
| TOTAL LENGTH OF ELECTRIC TRACK, | 17.350 | - |

DESCRIPTION OF EQUIPMENT.

| ROLLING STOCK. | Number Owned. | Number Owned by Leased Roads. | Total Owned and Leased. | Equipped with Power Driving wheel Brakes. | Maximum Weight. | Average Weight |
|----------------------------|---------------|----------------------------------|----------------------------|---|-----------------|----------------|
| LOCOMOTIVES. | | | | | | |
| Passenger, | 180 | 209 | 389 | 389 | Lbs. 152,500 | Lbs. 91,870 |
| Freight, | 145 | 232 | 377 | 372 | 170,000 | 117,190 |
| Switching, etc., | 78 | 11 | 189 | 134 | 115,800 | 75,510 |
| TOTAL, | 403 | 452 | 955 | 895 | - | - |

* Average length of line operated during the year, 2,256.97 miles.

† Portsmouth Electric Railway operating electric street railway in Portsmouth, Rye and North Hampton, N. H.

DESCRIPTION OF EQUIPMENT—Concluded.

| ROLLING STOCK. | Number Owned. | Number Owned by Leased Roads. | Total Owned and Leased. | Equipped with Power Train Brakes. | Equipped with Automatic Couplers. | Name of Coupler Used. |
|----------------------------------|---------------|-------------------------------|-------------------------|-----------------------------------|-----------------------------------|--|
| CARS — PASSENGER SERVICE. | | | | | | |
| Passenger cars, | 550 | 406 | 956 | 951 | 935 | 708 Miller, 143 Gould, 60 National, 24 Janney-Buhoup. |
| Combination cars, | 90 | 145 | 235 | 235 | 235 | 150 Miller, 48 Gould, 37 National. |
| Parlor cars, | 1 | 8 | 9 | 9 | 9 | 2 Miller, 2 National, 5 Janney-Buhoup. |
| Baggage, express and mail cars, | 116 | 114 | 230 | 229 | 229 | 149 Miller, 43 Gould, 29 National, 8 Janney-Buhoup. |
| Other cars in passenger service, | 29 | 77 | 106 | 106 | 106 | 25 Miller, 14 National, 33 Gould, 34 Trojan. |
| TOTAL, | 786 | 750 | 1,536 | 1,530 | 1,514 | |
| CARS — FREIGHT SERVICE. | | | | | | |
| Box cars, | 1,792 | 5,767 | 7,559 | 5,811 | 7,559 | 6,721 Gould, 1 Standard, 25 Janney, 4 Drexel, 2 Norton, 12 Burns, 7 National, 765 Trojan, 22 Thurmond. |
| Flat cars, | 973 | 2,470 | 3,443 | 2,333 | 3,443 | 3,037 Gould, 381 Trojan, 4 National, 8 Janney, 1 Standard, 3 Thurmond, 5 Burns, 4 Downing. |
| Stock cars, | 85 | 60 | 145 | 126 | 145 | 143 Gould, 2 Trojan. |
| Coke cars, | 166 | - | 166 | 166 | 166 | 166 Gould. |
| Coal cars, | 1,753 | 2,991 | 4,744 | 2,576 | 3,852 | 3,498 Gould, 346 Trojan, 1 Standard, 1 Tower, 4 Hinson, 2 Norton. |
| Logging trucks, | - | 62 | 62 | - | - | - |
| Refrigerator cars, | 130 | - | 130 | 130 | 130 | 123 Gould, 6 Trojan, 1 Standard. |
| TOTAL, | 4,899 | 11,350 | 16,249 | 11,142 | 15,295 | |
| CARS — COMPANY'S SERVICE. | | | | | | |
| Officers' and pay cars, | 4 | 3 | 7 | 7 | 7 | 1 Gould, 6 National. |
| Air-brake instruction cars, . . | 1 | 1 | 2 | 2 | 2 | 1 Miller, 1 Gould. |
| Derrick cars, | 27 | 23 | 50 | 30 | 46 | 44 Gould, 2 Trojan. |
| Caboose cars, | 152 | 157 | 309 | 127 | 309 | 303 Gould, 1 National, 4 Diamond, 1 Trojan. |
| Other cars in company's service, | 196 | 101 | 297 | 170 | 285 | 7 Miller, 260 Gould, 1 National, 13 Trojan, 2 Janney, 2 Standard. |
| TOTAL, | 380 | 285 | 665 | 336 | 649 | |
| Snow ploughs, | 40 | 49 | 89 | 54 | 8 | Gould. |
| Electric snow plough, | 1 | - | 1 | -* | - | - |

Number of 8-wheel cars in passenger service with brakes for *all* wheels, 1,521
 Number of 12-wheel cars in passenger service with brakes for *all* wheels, 6

* One hand brake.

RAILROAD CROSSINGS IN MASSACHUSETTS.

Crossings with Highways.

| | |
|---|--------------|
| Number of crossings of company's railroad with highways at grade, | 810 |
| Number of highway grade crossings protected by gates, | 298 |
| Number of highway grade crossings protected by flagmen, | 215 |
| Number of highway grade crossings protected by electric signals only, | 24 |
| Number of highway grade crossings unprotected, | 273 |
| Number of highway grade crossings finally abolished during the year, | 11 |
| Number of highway grade crossings now in process of abolition, | 6 |
| Number of highway grade crossings for abolition of which petition is pending, | 21 |
| Number of highway bridges 18 feet (or more) above track, | 66 |
| Number of highway bridges less than 18 feet above track, | 175 |
| Height of lowest highway bridge above track, | 14 ft. 5 in. |

Crossings with Other Railroads.

Crossing of company's railroad with other railroads at grade (25 in number), viz.:

Boston, Eastern Division and Fitchburg Division. Boston, Eastern Division and Boston & Albany Railroad. Boston, Eastern Division and Mystic Branch, Southern Division. Boston, Charlestown Branch and Mystic Branch, Southern Division. Boston, Charlestown Branch and Boston & Albany Railroad. Boston, Western Division and Fitchburg Division. Boston, Western Division and Boston & Albany Railroad. Boston, Western Division and Mystic Branch, Southern Division. Boston, Mystic Branch and Boston & Albany Railroad. East Boston, East Boston Branch and Boston & Albany Railroad. Danvers, Newburyport Branch and Lawrence Branch, Eastern Division. West Peabody, Danvers Branch and Salem & Lowell Branch, Southern Division. Lawrence, Western Division and Lowell & Lawrence Branch, Southern Division. Salem, Eastern Division and Phillips Wharf Branch. Wilmington, Western Division and Salem & Lowell Branch, Southern Division. Oakdale, Central Massachusetts Division and Worcester, Nashua & Portland Division. South Sudbury, Central Massachusetts Division and New York, New Haven & Hartford Railroad. Somerville, Fitchburg Division and Boston & Albany Railroad. Concord Junction, Fitchburg Division and New York, New Haven & Hartford Railroad. Ayer, Fitchburg Division and Worcester, Nashua & Portland Division. Fitchburg, Fitchburg Division and New York, New Haven & Hartford Railroad. Baldwinsville, Fitchburg Division and Boston & Albany Railroad. Gardner, Fitchburg Division and Worcester Branch. Winchendon, Cheshire Branch and Boston & Albany Railroad. Clinton, Worcester, Nashua & Portland Division and New York, New Haven & Hartford Railroad.

Number of above crossings at which interlocking signals are established,

16

NEW BRIDGES BUILT DURING THE YEAR.

EASTERN DIVISION.

| NUMBER AND LOCATION. | Description of Bridge Replaced. | Description of New Bridge. | Length of Spans and Number of Tracks. | By Whom Built. |
|----------------------|---------------------------------|----------------------------|---------------------------------------|--------------------------|
| 148, Peabody, . . | Pile trestle, . | Pile trestle, . | 448 feet 5 inches, 1 track, . | Boston & Maine Railroad. |
| 169, Middleton, . . | Wood stringer, | Wood stringer, | 1,399 feet, 1 track, | Boston & Maine Railroad. |
| 208, Woodbury's, . | Wood stringer, | Wood stringer, | 10 feet 3 inches, 1 track. | Boston & Maine Railroad. |

SOUTHERN DIVISION.

| | | | | |
|------------------------|-----------------|-----------------------|-----------------------------|-------------------------------|
| 145A, South Clinton, . | Box culvert, . | Pile trestle, . | 45 feet, 1 track, . | Boston & Maine Railroad. |
| 145T, South Clinton, . | Box culvert, . | Pile trestle, . | 30 feet, 1 track, . | Boston & Maine Railroad. |
| 199A, Ware, . . . | Grade crossing, | Plate girder, . | 50 feet 7 inches, 2 tracks. | Boston Bridge Works. |
| 237, Amherst, . . | Wood stringer, | Through plate girder. | 22 feet 3 inches, 1 track. | New Jersey Steel and Iron Co. |
| 252, Arlington, . . | Grade crossing, | Plate girder, . | 32 feet, 2 tracks, | New England Steel Co. |
| 253, Arlington, . . | Grade crossing, | Plate girder, . | 42 feet 2 inches, 2 tracks. | New England Steel Co. |
| 254, Arlington, . . | Grade crossing, | Plate girder, . | 40 feet 9 inches, 2 tracks. | New England Steel Co. |

WORCESTER, NASHUA & PORTLAND DIVISION.

| | | | | |
|--------------------|----------------|-----------------|----------------------------|--------------------------|
| 33, Pepperell, . . | Wood stringer, | Plate girder, . | 12 feet 2 inches, 1 track. | Boston & Maine Railroad. |
|--------------------|----------------|-----------------|----------------------------|--------------------------|

CONNECTICUT RIVER DIVISION.

| | | | | |
|---------------------|-----------------|-----------------|-----------------------------|--------------------------|
| 1, Springfield, . . | Framed trestle, | Framed trestle, | 36 feet 6 inches, 6 tracks. | Boston & Maine Railroad. |
|---------------------|-----------------|-----------------|-----------------------------|--------------------------|

BRIDGES EXTENSIVELY REPAIRED OR STRENGTHENED DURING THE YEAR.

EASTERN DIVISION.

| NUMBER AND LOCATION. | Description of Bridge. | Description of Work Done. |
|----------------------------|------------------------|------------------------------------|
| 5, Mystic River, | Pile trestle, | New stringers and ties on portion. |

SOUTHERN DIVISION.

| | | |
|---|------------------------|------------------------------------|
| 127, South Sudbury and 267, 268, Concord, | Iron deck bridges, . | New ties. |
| 260, 261, Lexington and 263, Bedford, . . | Wood stringer bridges, | New ties. |
| 6, Somerville, | Iron through, . . . | Additional stringers and new ties. |

BRIDGES EXTENSIVELY REPAIRED, ETC. — Concluded.

FITCHBURG DIVISION.

| NUMBER AND LOCATION. | Description of Bridge. | Description of Work Done. |
|---------------------------|------------------------|---------------------------|
| 478, Worcester, | Deck plate girder, . | New ties. |

WORCESTER, NASHUA & PORTLAND DIVISION.

| | | |
|---|----------------------|-----------|
| 633, 635, 637 and 639, North Acton, . . . | Deck plate girder, . | New ties. |
|---|----------------------|-----------|

CONNECTICUT RIVER DIVISION.

| | | |
|---------------------------------|-------------------------|-----------|
| 7, Chicopee Junction, | Iron stringer, . . . | New ties. |
| 33, Greenfield, | Through plate girder, . | New ties. |

| | |
|--|-------------------|
| Bridges eliminated during the year: Western Division, No. 322, Bleachery, over Southern Division, removed. | |
| Total length of pile and trestle bridging, | 21,691 ft. 10 in. |

ACCIDENTS TO PERSONS.

| KILLED AND INJURED. | IN MASSACHUSETTS. | | | | | | TOTAL ON ALL LINES OPERATED. | |
|---------------------------|---|----------|--|----------|---------|----------|------------------------------------|----------|
| | FROM CAUSES BE- YOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | | | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, . | - | - | 3 | - | 3 | - | 3 | 1 |
| Employees, . | 6 | - | 22 | 62 | 28 | 62 | 50 | 71 |
| Other persons, | - | - | 43 | 3 | 43 | 3 | 77 | 4 |
| TOTAL, . | 6 | - | 68 | 65 | 74 | 65 | 130 | 76 |

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

July 3, 1900. — Waltham: Julius Martin Clark, a child, one year eleven months, on track, was struck by engine and fatally injured.

July 5. — Peabody: a woman, supposed to be Mrs. Hefferin, trespasser, walking on track, was struck by engine and fatally injured.

July 5. — Salem: William H. Little, brakeman, while coupling engine to car, was caught, and bruised thumb on right hand.

July 11. — Salem: Charles Casey, brakeman, while coupling, had his left leg jammed between knee and hip.

July 12. — Lynn: N. D. Staples, brakeman, while coupling, had two fingers caught and jammed.

July 12. — Boston: explosion of oil tank caused the death of three employees, J. J. Callahan, yard conductor, Arthur Lemery, yard conductor, and G. J. Hawkes, yard conductor.

July 13. — Lowell: Baker Thompson, brakeman, while coupling, had his wrist bruised.

July 14. — Lowell: John A. Delmore, brakeman, while coupling, caught and bruised his finger.

July 14. — Haverhill: James H. Snee, trespasser, crossing tracks, was struck by engine and killed.

July 18. — South Sudbury: C. Jackson, brakeman, while coupling, had his forefinger taken off and thumb jammed.

July 21. — Fitchburg: J. J. Sullivan, brakeman, in attempting to board front end of engine, fell and his left foot was run over and crushed.

July 22. — Gardner: G. L. McEnary, brakeman, employee, while coupling, was caught between car and platform, breaking both bones in left arm.

July 23. — Mystic Yard: H. Chase, brakeman, while coupling, caught and jammed two fingers.

July 24. — Fitchburg: J. D. Prosser, yard brakeman, riding on car, struck a switch target, fell and had his left arm broken.

July 24. — Mystic Wharf: Chas. W. Norton, brakeman, while coupling, caught and jammed his foot.

July 26. — Mystic Wharf: C. A. Shackford, brakeman, while coupling, caught and jammed his right hand.

July 26. — Winchester: Michael Quill, trespasser, walking on track, was struck by engine and killed.

July 28. — Fitchburg: Daniel J. Riley, trespasser, walking on track, was struck and fatally injured.

July 28. — Fitchburg: Thomas Moran, brakeman, fell between cars, was run over and fatally injured.

July 28. — East Somerville: John A. Clark, brakeman, while coupling, caught and jammed his finger.

August 1. — West Medford: John Jewett, brakeman, while coupling, caught and jammed his finger.

August 1. — Wilmington: Eugene Foss, brakeman, while coupling, caught and jammed his finger.

August 3. — Worcester: Joseph Bertheauine, trespasser, crossing tracks in yard, was struck by engine and fatally injured.

August 4. — Lowell: David Thomas, brakeman, while coupling, had his arm caught and jammed.

August 4. — Union Square: Richard Wiley, traveller on highway, went under gates and was struck by engine and killed.

August 9. — Boston: James R. Jameson, brakeman, while coupling, had his finger jammed.

August 10. — Fitchburg: Louis Morreino, a boy seven years old, playing around cars, was struck by train and fatally injured.

August 11. — Beverly: Lawrence McGowan, trespasser, walking on track, was struck by engine and killed.

August 18. — Methuen: C. H. Bickford, employee, while coupling, caught and jammed his finger.

August 30. — Lowell: G. W. Caswell, brakeman, while making coupling, caught and jammed forefinger.

August 30. — Lowell: Archie Thiehault, brakeman, while coupling, caught and jammed his head.

August 30. — East Cambridge: Frank Desautelle, brakeman, while coupling, had his finger caught and jammed.

September 6. — Northampton: Geo. M. Lacore, brakeman, while coupling, caught and jammed his finger.

September 7. — Salem: Daniel Timmins, trespasser, while walking on track, was struck by train and killed.

September 14. — Greenfield: C. T. Burdick, brakeman, while coupling, had two fingers jammed.

September 15. — Hoosac Tunnel: Unknown man found dead in tunnel.

September 17. — South Acton: E. Cassiboro, trespasser, while crossing track, was struck by engine and instantly killed.

September 18. — West Manchester: Thos. W. Cole, milkman, while driving across tracks at private crossing, was struck by engine; wagon was demolished but man and horse escaped injury.

September 21. — Worcester: David W. Doudy, brakeman, while coupling, caught and jammed two fingers.

September 24. — Boston: Henry O'Donnell, employee, lost his hat, and in attempting to get same fell and was fatally injured.

September 25. — Worcester: C. Flynn, brakeman, while coupling, was caught and somewhat jammed.

September 29. — Lowell: James T. Whitehead, brakeman, while coupling, was caught and somewhat jammed.

September 29. — Haverhill: James Lyons, trespasser, in attempting to cross tracks in front of engine, was struck by same and fatally injured.

October 4. — Boston: Eugene Derry, brakeman, while coupling, had his finger crushed.

October 8. — Belchertown: Philip Maynard, brakeman, while coupling, had his arm caught and crushed.

October 9. — Mystic Junction: John Halloran, brakeman, fell from car, was run over and fatally injured.

October 11. — Lynn: Edward P. Higgins, brakeman, while coupling, caught and jammed his finger.

October 16. — Bleachery: J. H. Wheeler, brakeman, while coupling caught and jammed his finger.

October 18. — Arlington: W. H. Leach, employee, while coupling, caught and jammed his finger.

October 21. — Waltham: L. Cooper, brakeman, was thrown from car in collision and killed.

October 20. — Mystic Junction: Timothy Donnelly, trespasser, stepped in front of engine, was run over and fatally injured.

October 23. — Northampton: Allen W. Rickey, brakeman, while coupling, caught and jammed his forefinger.

October 23. — Salem: John H. Conley, brakeman, while coupling, caught and jammed his finger.

October 29. — Salem: Wm. P. Walsh, trespasser, was found beside track dead; supposed to have been struck by passing train.

October 30. — Lynn: A. Lowe, brakeman, while coupling, caught and jammed his thumb.

November 1. — Belmont: Edward Quigley, trespasser, walking on track, was struck and killed.

November 1. — Charlestown: Wm. A. MacDonald, brakeman, while coupling, was caught and jammed about the body.

November 9. — Waltham: Arthur Davey, brakeman, fell from top of car and was fatally injured.

November 10. — Waltham: Wm. Hagan, trespasser, was found beside track fatally injured.

November 12. — Lowell: H. J. Pratt, brakeman, fell from train and was killed.

November 12. — Charlestown: John E. Walker, brakeman, while coupling, was caught and somewhat jammed.

November 13. — Holyoke: Wm. Martin, brakeman, while coupling, caught and jammed his finger.

November 16. — Boston: Charles Harrington, brakeman, while coupling, caught and crushed his thumb.

November 18. — Charlestown: Daniel Tully, brakeman, fell from rear foot-board of engine and was fatally injured.

November 23. — East Somerville: Theo. C. Stuart, brakeman, while coupling, caught and jammed his thumb.

November 24. — Williamstown: H. J. Mullaney, car inspector, was struck by freight train and fatally injured.

November 24. — North Adams: Geo. Vandenberg, brakeman, fell from train, was run over and killed.

November 29. — Salem: Edward W. Clark, brakeman, while coupling cars, caught and jammed his finger.

December 7. — Salisbury: W. S. Seavey, brakeman, was thrown from car in collision and killed.

December 7. — Prospect Hill: Geo. K. Babcock, employee, crossing track, was struck by engine and fatally injured.

December 8. — North Lawrence: Benj. J. Harold, brakeman, while coupling, caught and jammed two fingers.

December 14. — Mystic: F. M. Simmons, brakeman, while coupling, caught and jammed his finger.

December 14. — Worcester: Michael Fahey, employee, stepped off engine directly in front of another train, was struck by same and fatally injured.

December 24. — Lynn: unknown man was found dead beside track; supposed to have been struck by train.

December 26. — Waverley: Geo. Caine, a boy trespasser, was struck by engine and fatally injured.

December 29. — Ayer: F. M. Dodge, brakeman, in attempting to get on the head end of train while in motion, fell and received fatal injuries.

Jan. 3, 1901. — Boston: Patrick Fannings, a trespasser, was struck by train and fatally injured.

January 4. — Williamstown: Thomas J. Daley, employee, while coupling, had his arm caught and jammed.

January 5. — Mystic Junction: James White, employee, while coupling, caught and bruised his finger.

January 6. — East Boston: F. O'Toole, brakeman, while coupling, caught and bruised his finger.

January 10. — Lawrence: Wm. H. Nuttall, employee, was run over and fatally injured.

January 14. — Boston: E. E. Perkins, brakeman, while coupling, caught and jammed his finger.

January 15. — Lawrence: George Letaurneau, brakeman, while coupling, caught and jammed fingers on left hand.

January 22. — East Boston: Lawrence O'Toole, brakeman, attempting to get on moving train, fell and was killed.

January 24. — Ayer: E. Bachelder, brakeman, while coupling, had his finger caught and crushed.

January 25. — Ayer: John Young, trespasser, walking on track, was struck by engine and fatally injured.

January 25. — Union Square: Robert McIntire, in attempting to drive over crossing after gates were lowered, was struck by engine and thrown to the ground, receiving a general shaking-up.

February 1. — Concord Junction: F. G. Milner, brakeman, while making coupling between cars caught and jammed his thumb.

February 3. — Ayer: Chas. B. Gale, brakeman, while coupling, had his thumb jammed.

February 6. — Rockport: L. H. Brown, brakeman, while coupling, had his finger and thumb jammed.

February 8. — West Somerville: Simeon Daggett, trespasser, walking on track, was struck by engine and fatally injured.

February 10. — Charlestown: Geo. A. Pingree, brakeman, while coupling, caught and jammed his hand.

February 12. — Jefferson: L. L. Whitman, struck by engine at Powers crossing and fatally injured.

February 14. — Northampton: I. Robertson, trespasser, in attempting to cross track ahead of engine, was struck by train and fatally injured.

February 19. — Montague: unknown man found beside track dead; supposed to have been struck by passing train.

March 3. — Concord Junction: Maurice Shea, while standing on private crossing, was struck by train and killed.

March 6. — Somerville Junction: Frank Nicoll, passenger, in alighting from train, fell under cars and received fatal injuries.

March 6. — Chicopee Junction: William Shea, brakeman, while coupling, caught and jammed his thumb.

March 7. — Chelsea: unknown man was struck by engine at Everett Avenue and fatally injured.

March 9. — Lynn: Jas. A. Smith, trespasser, while crossing tracks, was struck by engine and killed.

March 10. — Reading Highlands: Edw. G. Strain, employee, while coupling, caught and slightly jammed his finger.

March 13. — Manchester: unknown man found beside track dead; evidently struck by train.

March 14. — South Deerfield: John Dahill, trespasser, standing on train watching freight train, was struck by another engine and fatally injured.

March 14. — Malden: body of C. A. Clisbee was found beside track; supposed to have fallen or jumped from moving train.

March 16. — Buckland: Herman Peterson, trespasser, walking on track, was struck by train and received fatal injuries.

March 25. — Mystic Wharf: Percy McLennan, while coupling, was caught between drawbars and bruised about body.

March 27. — Lincoln: Patrick Breen drove onto crossing ahead of train; wagon was demolished, horse injured and man received a general shaking-up.

March 28. — Lowell: Thos. Doucette, brakeman, while coupling, had his fingers jammed.

March 28. — East Cambridge: A. E. Williamson, fireman, was coupling engine 525 to 296 and caught his finger, bruising it slightly.

March 30. — Lynnfield: H. Newhall and Clara Redfern drove onto crossing

in front of engine. Miss Redfern was fatally injured and Mr. Newhall received a general shaking-up.

March 30. — Mystic Bridge: body of unknown man found beside track; supposed to have fallen from previous train.

April 3. — Boston: G. Munson, conductor, was knocked down by train and fatally injured.

April 6. — Prospect Hill: John Marston, crossing tracks to take train, was struck by engine and fatally injured.

April 11. — Fitchburg: unknown man crawled under cars, was run over and fatally injured.

April 16. — North Lawrence yard: Geo. O. Abbott, while coupling cars, caught and jammed two fingers on left hand.

April 19. — East Somerville: Ernest Dorcey, brakeman, while coupling, caught and slightly jammed his finger.

April 22. — Lowell: Stephen M. Farrell, brakeman, while pulling pin, fell, was run over and fatally injured.

April 23. — Greenfield: unknown man found dead beside track; supposed to have been struck by passing train.

April 23. Charlestown freight yard: M. J. McDonald, brakeman, while pulling pin, had his finger caught and crushed.

April 29. — Winchendon: D. D. McCullough, foreman of work train, was struck by train and fatally injured.

May 3. — Lowell: Ernest Metcalf, trespasser, attempting to crawl under car, was struck by same and fatally injured.

May 10. — Lynn: Miss Greenburg went under gates, was struck by train and fatally injured.

May 13. — Deerfield: unknown man, walking on track, was struck by engine and fatally injured.

May 23. — East Cambridge: W. F. Brown, brakeman, was riding on express car which was being backed down the track; engine came out of engine house and backed into side of express car, fatally injuring Mr. Brown.

May 28. — Salisbury: J. H. Hammond, conductor, while going from steam shovel car to flat car while train was in motion, fell and was fatally injured.

May 29. — Mystic Junction freight yard: W. J. Betts, brakeman, while coupling, was caught between draw-bars and fatally injured.

June 3. — Heywood: body of Addison Hunt found beside track; supposed to have been struck by moving train.

June 9. — Lowell: Irving Kilby, trespasser, attempting to cross track ahead of train, was struck by same and fatally injured.

June 10. — Orange: Ed. Brooks, brakeman, while coupling cars, had his little finger jammed.

June 15. — Salem: A. O. Goldthwaite, brakeman, while coupling, caught and jammed his finger.

June 17. — Worcester: Maccora Ferguson, employee, walking beside track, was struck by train and fatally injured.

June 17. — Worcester: Arthur Laughlin, sectionman, walking on track, was struck by engine and killed.

June 21. — North Lawrence: Ada Hart, a girl about ten years of age, ran directly in front of engine at Bradbury Crossing, was struck and fatally injured.

June 22. — Lowell: Arthur Jean, brakeman, jumped from engine in front of another train and was fatally injured.

June 22. — Rowley: body of unknown man was found beside track by train crew.

June 25. — West Boylston: C. L. Bresnahan, brakeman, struck over-head bridge and was fatally injured.

June 30. — Chicopee Junction: Todeucz Kokoszezyk, trespasser, crossing track in rear of outward train, was struck by inward train and killed.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BOSTON & MAINE RAILROAD,
BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Lucius Tuttle, *President*, Boston, Mass. Tristram A. Mackinnon, *First Vice-President and General Manager*, Boston, Mass. William F. Berry, *Second Vice-President and General Traffic Manager*, Boston, Mass. William J. Hobbs, *Comptroller and General Auditor*, Boston, Mass. Joseph W. Richards, *Assistant General Auditor*, Boston, Mass. Herbert E. Fisher, *Treasurer*, Boston, Mass. John F. Webster, *Assistant Treasurer*, Concord, N. H. William B. Lawrence, *Clerk of Corporation*, Boston, Mass. Richard Olney, *General Counsel*, Boston, Mass. Frank Barr, *Assistant General Manager*, Boston, Mass. Daniel W. Sanborn, *General Superintendent*, Boston, Mass. Dana J. Flanders, *General Passenger and Ticket Agent*, Boston, Mass. Michael T. Donovan, *Freight Traffic Manager*, Boston, Mass. Amos S. Crane, *Export Freight Traffic Manager*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Lucius Tuttle, Boston, Mass. Samuel C. Lawrence, Medford, Mass. Joseph S. Ricker (died Jan. 17, 1901). Richard Olney, Boston, Mass. Alvah W. Sulloway, Franklin, N. H. Joseph H. White, Brookline, Mass. Walter Hunnewell, Wellesley, Mass. Henry R. Reed, Boston, Mass. Lewis Cass Ledyard, New York, N. Y. Henry M. Whitney, Brookline, Mass. Henry F. Dimock, New York, N. Y. William Whiting, Holyoke, Mass. Chas. M. Pratt, New York, N. Y. Alexander Cochrane, Boston, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

LUCIUS TUTTLE,
JOSEPH H. WHITE,
ALVAH W. SULLOWAY,
LEWIS CASS LEDYARD,
RICHARD OLNEY,
HENRY R. REED,
WILLIAM WHITING,
WALTER HUNNEWELL,

Directors.

HERBERT E. FISHER,

Treasurer.

T. A. MACKINNON,

First Vice-President.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. SEPT. 12, 1901. Then personally appeared the above-named Lucius Tuttle, Joseph H. White, Alvah W. Sulloway, Lewis Cass Ledyard, Richard Olney, Henry R. Reed, William Whiting, Walter Hunnewell, Herbert E. Fisher, and T. A. Mackinnon, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WILLIAM B. LAWRENCE,
Justice of the Peace.

Approved.

GEO. H. POOR,
Commissioner for Massachusetts.

REPORT OF THE CONDITION OF THE SINKING FUND OF THE EASTERN RAILROAD COMPANY ON THE THIRTIETH DAY OF JUNE, 1901.

| Cr. | | |
|--|--------------|--------------|
| Amount on hand as per report of June 30, 1900, | | \$1,282 86 |
| Amount of payment to sinking fund by the Boston & Maine Railroad Company for the year ending Sept. 1, 1900, | | 100,000 00 |
| Amount received from the Boston & Maine Railroad Company, being excess of cost of certificates of indebtedness over the "fair value" fixed by the trustees, Oct. 22, 1900, | | 2,581 89 |
| Proceeds land sold Philip Dexter, March 29, 1901, | | 7,574 33 |
| Interest on deposit at National Shawmut Bank, June 30, 1901, | | 335 06 |
| | | <hr/> |
| | | \$111,774 14 |
| Dr. | | |
| Cost of certificates of indebtedness purchased Oct. 25, 1900 (£8,100 and \$50,000), | \$102,730 78 | |
| Accrued interest paid on same, | 804 75 | |
| | <hr/> | |
| | \$103,535 53 | |
| Paid Putnam & Putnam, legal services, Jan. 10, 1901, | 25 00 | |
| | <hr/> | |
| | \$103,560 53 | |
| Balance on hand June 30, 1901, deposited at National Shawmut Bank, | 8,213 61 | |
| | <hr/> | |
| | | \$111,774 14 |

CHARLES R. CODMAN,
CHAS. U. COTTING,
Surviving Trustees Eastern Railroad.

BOSTON, June 30, 1901.

To the Railroad Commissioners of Massachusetts.

We hereby certify that the mortgage certificates of indebtedness of the Eastern Railroad Company issued by us and outstanding on the thirtieth day of June, 1901, were as follows : —

| | |
|---|-------------|
| Certificates payable in sterling money of Great Britain, | £311,500 |
| Certificates payable in gold dollars of the United States | |
| of America, | \$6,692,500 |
| Scrip certificates, | 21 cents. |

The above shows a decrease from amount last reported of £8,100 and \$50,000, being certificates purchased under provisions of chapter 373 of the Acts of 1888, by written request of the Boston & Maine Railroad Corporation.

CHARLES R. CODMAN,
CHAS. U. COTTING,
Surviving Trustees Eastern Railroad.

BOSTON, June 30, 1901.

RETURN

OF THE

BOSTON & PROVIDENCE RAILROAD CORPORATION

FOR THE YEAR ENDING JUNE 30, 1901.

[Leased to and operated by the New York, New Haven & Hartford.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|----------------|
| Rental received from lease of road, | \$489,800 00 |
| Dividends received on stocks owned, | 400 00 |
| GROSS INCOME, | \$490,200 00 |
| Expenses and charges upon income accrued during the year: | |
| Salaries and maintenance of organization, . . \$4,335 07 | |
| Interest on funded debt, 86,800 00 | |
| TOTAL EXPENSES AND CHARGES UPON INCOME, . . . | 91,135 07 |
| NET DIVISIBLE INCOME, | \$399,064 93 |
| Dividends declared (10 per cent), | 400,000 00 |
| Deficit for the year ending June 30, 1901, | \$935 07 |
| Amount of surplus June 30, 1900, | 81,026 42 |
| TOTAL SURPLUS JUNE 30, 1901, | \$80,091 35 |
| GENERAL BALANCE SHEET JUNE 30, 1901. | |
| ASSETS. | Dr. |
| Cost of road, | \$5,046,088 30 |
| Cost of equipment, | 871,234 35 |
| Lands in Massachusetts, | 82,183 94 |
| Stock of the Providence, Warren & Bristol Railroad Company, \$158,505 00 | |
| Stock of Union Freight Railroad Company, . . 79,014 42 | |
| Stock of Boston Terminal Company, 100,000 00 | |
| | 337,519 42 |
| TOTAL PERMANENT INVESTMENTS, | \$6,337,026 01 |
| Cash, \$146,651 34 | |
| Cash, Second National Bank, 5,872 50 | |
| Due from Globe National Bank, 344 00 | |
| Other cash assets, 10,090 00 | |
| TOTAL CASH AND CURRENT ASSETS, | 162,957 84 |
| TOTAL, | \$6,499,983 85 |

| LIABILITIES. | | Cr. | |
|---|----------------|-----|----------------|
| Capital stock, | | | \$4,000,000 00 |
| Funded debt, | | | 2,170,000 00 |
| Current liabilities: | | | |
| Dividends not called for, | \$5,872 50 | | |
| Matured interest coupons unpaid (including coupons due July 1), | 44,020 00 | | |
| Dividend due and unpaid (including dividend due July 1), | 100,000 00 | | |
| Miscellaneous current liabilities: New York, New Haven & Hartford Railroad Company, | 100,000 00 | | |
| TOTAL CURRENT LIABILITIES, | | | 249,892 50 |
| Profit and loss balance (surplus), | | | 80,091 35 |
| TOTAL, | | | \$6,499,983 85 |
| CAPITAL STOCK. | | | |
| Capital stock authorized by law, | \$4,000,000 00 | | |
| Capital stock authorized by votes of company, | 4,000,000 00 | | |
| Capital stock issued and outstanding, | | | \$4,000,000 00 |
| Number of shares issued and outstanding, | 40,000 | | |
| Number of stockholders, | 1,668 | | |
| Number of stockholders in Massachusetts, | 1,338 | | |
| Amount of stock held in Massachusetts, | \$3,392,500 00 | | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|---------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| | Per Cent. | | | |
| Coupon bonds (plain), | 4 | July 1, 1918, | \$2,170,000 00 | \$88,300 00 |

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED. | Total. | In Massachusetts. |
|--|---------|-------------------|
| | Miles. | Miles. |
| Length of main line, | 41.890* | 38.700 |
| Length of branch line, | 21.140 | 16.580 |
| TOTAL LENGTH OF LINE OWNED, | 63.030* | 55.280 |
| Length of second track, | 54.980* | 51.790 |
| Length of third track, | 12.880† | 10.730 |
| Length of fourth track, | 12.880† | 10.730 |
| Length of side track, etc., | 81.790 | 56.910 |
| TOTAL LENGTH OF TRACK OWNED, | 225.560 | 185.440 |

* Includes only one-half of 5.000 miles owned jointly with Providence & Worcester Railroad Company.

† Includes only one-half of 4.300 miles owned jointly with Providence & Worcester Railroad Company.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BOSTON & PROVIDENCE RAILROAD CORPORATION,

526 SOUTH STATION, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Royal C. Taft, *President*, Providence, R. I. Benjamin B. Torrey, *Treasurer*
and *Clerk of Corporation*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Royal C. Taft, Providence, R. I. Robert H. Stevenson, Boston, Mass.
Edward W. Hooper (deceased). Charles P. Bowditch, Boston, Mass. Robert
I. Gammell, Providence, R. I. George A. Gardner, Boston, Mass. John
C. Gray, Boston, Mass.

We hereby certify that the statements contained in the foregoing return are
full, just and true.

ROYAL C. TAFT,
ROBT. H. STEVENSON,
GEO. A. GARDNER,
JOHN C. GRAY,
B. B. TORREY,

Directors.
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Oct. 9, 1901. Then personally appeared the above-
named Royal C. Taft and Benjamin B. Torrey, and severally made oath that
the foregoing certificate by them subscribed is, to the best of their knowledge
and belief, true.

Before me,

AUSTIN W. ADAMS,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Oct. 18, 1901. Then personally appeared Robert
H. Stevenson, George A. Gardner and John C. Gray, and severally made oath
that the foregoing certificate by them subscribed is, to the best of their
knowledge and belief, true.

Before me,

AUSTIN W. ADAMS,
Justice of the Peace.

RETURN OF THE BOSTON, REVERE BEACH & LYNN RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1901.

[A narrow-gauge road.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|--------------|
| Gross earnings from operation, | \$394,081 69 |
| Operating expenses, | 334,310 61 |
| NET EARNINGS FROM OPERATION, | \$59,771 08 |
| Miscellaneous income, less expense of collecting: sales of old material, rents, etc., | 13,313 90 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$73,084 98 |
| Charges upon income accrued during the year: | |
| Interest on funded debt, | \$39,695 00 |
| Interest and discount on unfunded debts and loans, | 5,982 21 |
| Taxes, | 10,407 77 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 56,084 98 |
| NET DIVISIBLE INCOME, | \$17,000 00 |
| Dividends declared during the year payable on — | |
| January 1, 1901, 1 per cent on \$850,000, | \$8,500 00 |
| July 1, 1901, 1 per cent on \$850,000, | 8,500 00 |
| TOTAL DIVIDENDS DECLARED, | \$17,000 00 |
| Amount of surplus June 30, 1900, | \$57,790 61 |
| TOTAL SURPLUS JUNE 30, 1901, | \$57,790 61 |

EARNINGS FROM OPERATION.

| DEPARTMENT OF SERVICE. | Gross Receipts. | Deductions. | Earnings. |
|---|-----------------|-------------|--------------|
| Passenger service: | | | |
| Gross receipts from passengers, | \$412,955 69 | | |
| Deductions: | | | |
| Excess fares refunded, | | \$18,874 00 | |
| NET REVENUE FROM PASSENGERS, | | | \$394,081 69 |
| GROSS EARNINGS FROM OPERATION, | | | \$394,081 69 |

EXPENSES OF OPERATION.

| | |
|--|---------------------|
| General expenses: | |
| Salaries of general officers, | \$8,520 00 |
| Salaries of clerks and attendants, | 3,803 53 |
| General office expenses and supplies, | 1,543 57 |
| Insurance, | 6,666 56 |
| Law expenses, | 1,981 00 |
| Stationery and printing (general offices), | 1,778 28 |
| Other general expenses: band concerts, etc., | 2,027 13 |
| TOTAL, | \$26,320 07 |
| Maintenance of way and structures: | |
| Repairs of roadway, | \$21,719 46 |
| Renewals of ties, | 2,884 84 |
| Repairs and renewals of bridges and culverts, | 1,347 39 |
| Repairs and renewals of fences, road crossings, signs and cattle guards, | 447 81 |
| Repairs and renewals of buildings and fixtures, | 13,345 05 |
| TOTAL, | \$39,744 55 |
| Maintenance of equipment: | |
| Repairs and renewals of locomotives, | \$12,257 08 |
| Repairs and renewals of passenger cars, | 41,860 06 |
| Repairs and renewals of marine equipment, | 7,987 13 |
| TOTAL, | \$62,104 27 |
| Conducting transportation: | |
| Engine and roundhouse men, | \$27,607 80 |
| Fuel for locomotives, | 26,662 88 |
| Water supply for locomotives, | 4,876 70 |
| Oil, tallow, waste and other supplies for locomotives, | 1,429 88 |
| Train service, | 43,688 30 |
| Train supplies and expenses, | 2,564 45 |
| Switchmen, flagmen and watchmen, | 21,573 65 |
| Telegraph expenses, | 1,685 71 |
| Station service, | 28,367 45 |
| Station supplies, | 10,983 65 |
| Loss and damage, | 12 34 |
| Injuries to persons, | 6,034 75 |
| Operating marine equipment, | 27,728 61 |
| Advertising, | 1,425 55 |
| Stationery and printing, | 1,500 00 |
| TOTAL, | \$206,141 72 |
| Recapitulation: | |
| General expenses, | \$26,320 07 |
| Maintenance of way and structures, | 39,744 55 |
| Maintenance of equipment, | 62,104 27 |
| Conducting transportation, | 206,141 72 |
| TOTAL OPERATING EXPENSES, | \$334,310 61 |
| Percentage of operating expenses to gross earnings, | 84.83 |

GENERAL BALANCE SHEET JUNE 30, 1901.

| ASSETS. | | DR. | |
|---|----------------|-----|-----------------------|
| Cost of road, | | | \$1,445,477 88 |
| Cost of equipment, | | | 258,434 89 |
| Lands, | | | 85,087 00 |
| Other permanent property: ferry boats, | | | 131,000 00 |
| TOTAL PERMANENT INVESTMENTS, | | | \$1,919,999 27 |
| Cash, | \$23,743 97 | | |
| Due from solvent companies and individuals, | 549 33 | | |
| Other cash assets, | 3,401 91 | | |
| TOTAL CASH AND CURRENT ASSETS, | | | 27,695 21 |
| Materials and supplies, | | | 23,875 33 |
| TOTAL, | | | \$1,971,569 81 |
| LIABILITIES. | | CR. | |
| Capital stock, | | | \$850,000 00 |
| Funded debt, | | | 850,000 00 |
| Current liabilities: | | | |
| Loans and notes payable, | \$140,000 00 | | |
| Audited vouchers and accounts, | 18,674 91 | | |
| Dividends not called for, | 47 00 | | |
| Miscellaneous current liabilities, | 36,557 29 | | |
| TOTAL CURRENT LIABILITIES, | | | 195,279 20 |
| Accrued liabilities: dividend due July 1, 1901, | | | 8,500 00 |
| Sinking and other special funds: injury fund, | | | 10,000 00 |
| Profit and loss balance (surplus), | | | 57,790 61 |
| TOTAL, | | | \$1,971,569 81 |
| PROPERTY ACCOUNTS. | | | |
| Additions to construction account: lands, land damages and fences, | | | \$400 00 |
| Additions to equipment account: locomotives (2 in number), | | | 19,333 83 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | | | \$19,733 83 |
| Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): locomotive sold, | | | 900 00 |
| NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, | | | \$18,833 83 |
| CAPITAL STOCK. | | | |
| Capital stock authorized by law, | \$1,125,000 00 | | |
| Capital stock authorized by votes of company, | 1,125,000 00 | | |
| Capital stock issued and outstanding, | | | \$850,000 00 |
| Number of shares issued and outstanding, | 8,500 | | |
| Number of stockholders, | 274 | | |
| Number of stockholders in Massachusetts, | 249 | | |
| Amount of stock held in Massachusetts, | \$824,200 00 | | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|--|--------------------------|-------------------|---------------------|--------------------------------|
| Mortgage bonds, | Per Cent. $4\frac{1}{2}$ | July 15, 1927, | \$561,000 00 | \$25,245 00 |
| Mortgage bonds, Winthrop Branch, | 5 | Sept. 1, 1906, | 289,000 00 | 14,450 00 |
| TOTALS, | | | \$850,000 00 | \$39,695 00 |

SINKING AND OTHER SPECIAL FUNDS.

| <i>Injury Fund.</i> | |
|--|-------------|
| Amount of injury fund June 30, 1900, | \$5,700 00 |
| Additions during the year, | 4,300 00 |
| TOTAL INJURY FUND JUNE 30, 1901, | \$10,000 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|-----------------|
| Passenger traffic: | |
| Number of passengers carried paying revenue, | 6,496,805 |
| Number of passengers carried one mile, | 38,044,529 |
| Number of passengers carried one mile per mile of road operated, | 2,882,161 |
| Average length of journey per passenger, | 5.855 miles. |
| Average amount received per passenger per mile carried, | 1.035 cents. |
| Passenger earnings (gross) per mile of road operated, | \$29,854 67 000 |
| Passenger earnings (gross) per passenger-train mile run, | 82.207 |
| Operating expenses: | |
| Operating expenses per mile of road operated, | 25,326 56.000 |
| Operating expenses per revenue-train mile run, | 69.738 |
| Train mileage: | |
| Miles run by passenger trains, | 479,375 |
| Total mileage of trains earning revenue, | 479,375 |
| Miles run by construction and other trains, | 2,445 |
| Total train mileage, | 481,820 |
| Fares and freights: | |
| Average rate of fare per mile received for local and trip tickets, | 1.088 cents. |
| Passengers to and from Boston: | |
| Number of passengers to Boston (estimated), | 2,700,000 |
| Number of passengers from Boston (estimated), | 2,700,000 |
| Employees: | |
| Average number of persons employed, | 278 |

DESCRIPTION OF RAILROAD OWNED AND OPERATED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED. | Total. | In Massachusetts. |
|---|-----------------|-------------------|
| Length of main line, | Miles. 8.800 | Miles. 8.800 |
| Length of branch line, | 4.400 | 4.400 |
| TOTAL LENGTH OF LINE OWNED, | 13.200 | 13.200 |
| Length of second track, | 9.500 | 9.500 |
| Length of side track, etc., | 4.100 | 4.100 |
| TOTAL LENGTH OF TRACK OWNED, | 26.800 | 26.800 |
| RAILROAD OPERATED. | | |
| Length of main line, | 8.800 | 8.800 |
| Length of branch line, | 4.400 | 4.400 |
| TOTAL LENGTH OF LINE OPERATED, | 13.200 | 13.200 |
| Length of second track, | 9.500 | 9.500 |
| Length of side track, etc., | 4.100 | 4.100 |
| TOTAL LENGTH OF TRACK OPERATED, | 26.800 | 26.800 |

DESCRIPTION OF EQUIPMENT.

| ROLLING STOCK. | Number Owned. | Equipped with Power Driving- wheel Brakes. | Equipped with Power Train Brakes. | Equipped with Automatic Coup- lers. | Maximum Weight. | Average Weight. | Name of Coupler Used. |
|--|---------------|--|---|---|-----------------|-----------------|--------------------------|
| LOCOMOTIVES. | | | | | | | |
| Passenger, | 12 | 4 | - | - | Lbs. 76,000 | Lbs. 76,000 | - |
| CARS—PASSENGER SERVICE. | | | | | | | |
| Passenger cars, | 49 | - | 49 | 49 | - | - | Miller. |
| Combination cars, | 10 | - | 10 | 10 | - | - | - |
| TOTAL, | 59 | - | 59 | 59 | - | - | - |
| CARS—COMPANY'S SERVICE. | | | | | | | |
| Gravel cars, | 12 | - | - | - | - | - | - |
| Other cars in company's service, | 6 | - | 2 | 2 | - | - | - |
| TOTAL, | 18 | - | 2 | 2 | - | - | - |

Number of 8-wheel cars in passenger service with brakes for *all* wheels, 59

RAILROAD CROSSINGS IN MASSACHUSETTS.

| <i>Crossings with Highways.</i> | |
|---|--------------|
| Number of crossings of company's railroad with highways at grade, | 11 |
| Number of highway grade crossings protected by gates, | 6 |
| Number of highway grade crossings protected by flagmen, | 5 |
| Number of highway bridges less than 18 feet above track, | 14 |
| Height of lowest highway bridge above track, | 12 ft. 6 in. |

ACCIDENTS TO PERSONS.

| KILLED AND INJURED. | IN MASSACHUSETTS. | | | | | | TOTAL ON ALL LINES OPERATED. | |
|---------------------------|---|----------|--|----------|---------|----------|------------------------------------|----------|
| | FROM CAUSES BE- YOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | | | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, . | - | - | - | 11 | - | 11 | - | 11 |
| Employees, . | - | 2 | - | 3 | - | 5 | - | 5 |
| Other persons, | - | - | 3 | 7 | 3 | 7 | 3 | 7 |
| TOTALS, . | - | 2 | 3 | 21 | 3 | 23 | 3 | 23 |

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

July 14, 1900. — John York, driving team over private crossing, Lynn, was struck by a locomotive and injured so seriously that he died.

July 15. — R. DiPesa had hand jammed in car door; not much injured.

July 23. — Clarence Dunn, walking on bridge, East Boston, was struck by a locomotive; injuries slight.

August 1. — D. S. Sargent had fingers jammed by car window; injuries slight.

August 1. — James Ryan, while walking on bridge, East Boston, was struck by a locomotive and killed.

August 15. — C. H. Appleton was struck by a locomotive while crossing track at Bath House station; not seriously injured.

August 18. — Mrs. Oldrieves, while walking on track near Saugus River bridge, was struck by a locomotive; not much injured.

August 20. — A. Murch jumped from train while it was in motion; badly shaken up.

August 30. — H. W. Carleton attempted to jump on train while it was in motion; knee injured.

September 5. — Percy Maginnis had finger jammed by car window.

October 4. — A. Wright, employee, had face cut by glass from broken car window.

October 30. — E. W. Bray was struck by a train while walking on track near Saugus River bridge and killed.

November 9. — Arthur Roy, employee, while coupling flat cars, was caught between two cars and collar-bone broken.

November 23. — E. P. Kenney, employee, jumped from locomotive while in motion; wrist sprained.

November 26. — James Connors was struck by train in East Boston yard; not much injured.

November 25. — M. McCauley, after getting off train at Thornton, walked on to the bridge and fell overboard; injuries slight.

January 12, 1901. — Kate Peamontel fell while getting off train at East Boston; face and head bruised.

January 22. — I. Selman attempted to get off train at Lynn while it was in motion; face and hands cut.

February 8. — W. J. Greer was struck by a train while walking on track at Lynn; head cut and bruised.

February 16. — C. J. Collins had car door closed on his fingers; not much injured.

March 12. — Unknown man struck by a train on Belle Isle bridge; slight cut on head.

April 26. — M. N. Robinson fell in East Boston train-shed and broke her nose.

May 22. — John Sweeney stepped from train while in motion and cut his face.

June 9. — J. F. Norris, employee, had shoulder hurt by water spout at Lynn.

June 11. — Edward Rogerson, while walking on Harbor View bridge, was struck by a train and seriously injured.

June 27. — J. W. Cochran, employee, had hand injured while coupling cars.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BOSTON, REVERE BEACH & LYNN RAILROAD COMPANY,
BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Melvin O. Adams, *President*, Boston, Mass. Henry R. Reed, *Vice-President*, Boston, Mass. John A. Fenno, *Treasurer and Superintendent*, Boston, Mass. Henry L. Hoyt, *General Passenger Agent*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Melvin O. Adams, Boston, Mass. Henry R. Reed, Boston, Mass. Elijah B. Stoddard, Worcester, Mass. Henry F. Hurlburt, Lynn, Mass. William S. Spaulding, Beverly, Mass. John A. Fenno, Newton, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

MELVIN O. ADAMS,
HENRY R. REED,
WILLIAM S. SPAULDING,
E. B. STODDARD,
JOHN A. FENNO,
JOHN A. FENNO, *Directors.*
JOHN A. FENNO, *Treasurer.*
JOHN A. FENNO, *Superintendent.*

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Aug. 14, 1901. Then personally appeared the above-named John A. Fenno, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

MELVIN O. ADAMS,

Justice of the Peace

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Aug. 24, 1901. Then personally appeared the above-named Melvin O. Adams, Henry R. Reed, William S. Spaulding and Elijah B. Stoddard, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JOHN A. FENNO,

Justice of the Peace.

RETURN

OF THE

CAPE ANN GRANITE RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1901.

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|------------|
| Gross earnings from operation, | \$9,531 38 |
| Operating expenses, | 7,169 02 |
| NET EARNINGS FROM OPERATION, | \$2,362 36 |
| Charges upon income accrued during the year: | |
| Interest and discount on unfunded debts and loans, | \$1,972 90 |
| Taxes, | 322 80 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . | 2,295 70 |
| Surplus for the year ending June 30, 1901, | \$66 66 |
| Amount of surplus June 30, 1900, | 783 00 |
| TOTAL SURPLUS JUNE 30, 1901, | \$849 66 |
| EARNINGS FROM OPERATION. | |
| Freight service: gross receipts from freight, | \$9,531 38 |
| GROSS EARNINGS FROM OPERATION, | \$9,531 38 |
| EXPENSES OF OPERATION. | |
| General expenses: law expenses, | \$26 90 |
| Maintenance of way and structures: | |
| Repairs of roadway, | \$535 96 |
| Renewals of rails, | 245 69 |
| Renewals of ties, | 242 00 |
| TOTAL, | \$1,023 65 |
| Maintenance of equipment: | |
| Repairs and renewals of locomotives, | \$270 11 |
| Repairs and renewals of freight cars, | 103 30 |
| TOTAL, | \$373 41 |

| | | |
|---|-------------|--------------------|
| Conducting transportation : | | |
| Engine and roundhouse men, | | \$900 45 |
| Fuel for locomotives, | | 1,109 50 |
| Oil, tallow and waste for locomotives, | | 130 75 |
| Train service, | | 624 80 |
| Switchmen, flagmen and watchmen, | | 377 51 |
| Other expenses of transportation: wharfage, | | 2,602 05 |
| TOTAL, | | \$5,745 06 |
| Recapitulation : | | |
| General expenses, | | \$26 90 |
| Maintenance of way and structures, | | 1,023 65 |
| Maintenance of equipment, | | 373 41 |
| Conducting transportation, | | 5,745 06 |
| TOTAL OPERATING EXPENSES, | | \$7,169 02 |
| GENERAL BALANCE SHEET, JUNE 30, 1901. | | |
| ASSETS. | | DR. |
| Cost of road, | | \$22,381 63 |
| Cost of equipment, | | 10,500 00 |
| TOTAL PERMANENT INVESTMENTS, | | \$32,881 63 |
| Cash, | \$849 66 | |
| Due from solvent companies and individuals, | 1,862 33 | |
| TOTAL CASH AND CURRENT ASSETS, | | 2,711 99 |
| TOTAL, | | \$35,593 62 |
| LIABILITIES. | | CR. |
| Capital stock, | | \$20,000 00 |
| Current liabilities: | | |
| Loans and notes payable, | \$12,881 63 | |
| Audited vouchers and accounts, | 1,862 33 | |
| TOTAL CURRENT LIABILITIES, | | 14,743 96 |
| Profit and loss balance (surplus), | | 849 66 |
| TOTAL, | | \$35,593 62 |
| PROPERTY ACCOUNTS. | | |
| Addition to construction account: lands, land damages and fences, | | \$1,429 71 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | | \$1,429 71 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$20,000 00 | |
| Capital stock authorized by votes of company, | 20,000 00 | |
| Capital stock issued and outstanding, | | \$20,000 00 |
| Number of shares issued and outstanding, | 200 | |
| Number of stockholders, | 8 | |
| Number of stockholders in Massachusetts, | 8 | |
| Amount of stock held in Massachusetts, | \$20,000 00 | |

VOLUME OF TRAFFIC, ETC.

| | |
|--|----------------|
| Freight traffic: | |
| Number of tons of freight hauled earning revenue, | 44,332 |
| Number of tons of freight hauled one mile, | 63,661 |
| Number of tons of freight hauled one mile per mile of road operated, | 30,872 |
| Average length of haul per ton, | 1.436 miles. |
| Average amount received per ton per mile hauled, | 14.972 cents. |
| Freight earnings (gross) per mile of road operated, | \$6,637 45.125 |
| Freight earnings (gross) per freight-train mile run, | 3 58.457 |
| Operating expenses: | |
| Operating expenses per mile of road operated, | 4,992 35 376 |
| Operating expenses per revenue-train mile run, | 2 69 613 |
| Train mileage: | |
| Miles run by freight trains, | 2,659 |
| Total mileage of trains earning revenue, | 2,659 |
| Employees: | |
| Average number of persons employed, | 4 |

DESCRIPTION OF RAILROAD OWNED AND OPERATED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED. | Total. | In Massachusetts. |
|---|-----------------|-------------------|
| Length of main line, | Miles. 1.436 | Miles. 1.436 |
| Length of side track, etc., | .781 | .781 |
| TOTAL LENGTH OF TRACK OWNED, | 2.217 | 2.217 |
| RAILROAD OPERATED. | | |
| Length of main line, | 1.436 | 1.436 |
| Length of side track, etc., | .781 | .781 |
| TOTAL LENGTH OF TRACK OPERATED, | 2.217 | 2.217 |

DESCRIPTION OF EQUIPMENT.

| ROLLING STOCK. | Number Owned. | Equipped with Power Driving-wheel Brakes. | Maximum Weight. | Average Weight. |
|-------------------------|---------------|---|-----------------|-----------------|
| LOCOMOTIVES. | | | | |
| Freight, | 1 | 1 | Lbs. 60,000 | Lbs. 60,000 |
| CARS — FREIGHT SERVICE. | | | | |
| Flat cars, | 15 | - | - | - |

RAILROAD CROSSINGS IN MASSACHUSETTS.

| | |
|---|---|
| <i>Crossings with Highways.</i> | |
| Number of crossings of company's railroad with highways at grade, | 2 |
| Number of highway grade crossings protected by gates, | 1 |
| Number of highway grade crossings protected by flagmen, | 1 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

CAPE ANN GRANITE RAILROAD COMPANY,
40 WATER STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Jonas H. French, *President, Treasurer (pro tem) and General Manager*, 40 Water Street, Boston, Mass. George E. Craig, *Clerk of Corporation*, 40 Water Street, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Jonas H. French, Gloucester (Bay View), Mass. William H. Pearson, Boston, Mass. Edward O. Merrill, Malden, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

JONAS H. FRENCH,
WILLIAM H. PEARSON,
EDWARD O. MERRILL,
Directors.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. SEPT. 18, 1901. Then personally appeared the above-named Jonas H. French, William H. Pearson and Edward O. Merrill, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JAMES E. LEACH,
Notary Public.

RETURN

OF THE

CHATHAM RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1901.

[Leased to and operated by the New York, New Haven & Hartford.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|-------------|
| Rental received from lease of road, | \$2,884 95 |
| Interest received on bonds owned: Chatham R.R. Company, | 60 00 |
| Income from other sources: | |
| Store rental, | \$100 00 |
| Interest on deposits, | 42 79 |
| | 142 79 |
| GROSS INCOME, | \$3,087 74 |
| Expenses and charges upon income accrued during the year: | |
| Salaries and maintenance of organization, | \$122 65 |
| Interest on funded debt, | 1,428 00 |
| Taxes, | 170 70 |
| Other expenses and charges upon income: | |
| Insurance, | 6 57 |
| Repairs on store and pipes, | 6 62 |
| Premium on bond bought, | 3 00 |
| | 1,737 54 |
| TOTAL EXPENSES AND CHARGES UPON INCOME, | 1,737 54 |
| Surplus for the year ending June 30, 1901, | \$1,350 20 |
| Amount of surplus June 30, 1900, | 9,977 44 |
| Credits to profit and loss account during the year: by reduction of accrued interest, | 11 00 |
| | 11 00 |
| TOTAL SURPLUS JUNE 30, 1901, | \$11,338 64 |

| GENERAL BALANCE SHEET JUNE 30, 1901. | |
|--|--------------|
| ASSETS. | DR. |
| Cost of road, | \$98,435 58 |
| Bonds of Chatham Railroad Company, | 1,000 00 |
| Other permanent property: store, | 1,055 55 |
| | \$100,491 13 |
| TOTAL PERMANENT INVESTMENTS, | \$100,491 13 |
| Cash, | \$2,271 77 |
| Bills receivable, | 712 74 |
| | 2,984 51 |
| TOTAL CASH AND CURRENT ASSETS, | 2,984 51 |
| TOTAL, | \$103,475 64 |

| LIABILITIES. | | Cr. | |
|--|--|-----|--------------|
| Capital stock, | | | \$68,200 00 |
| Funded debt, | | | 23,700 00 |
| Accrued liabilities: interest accrued and not yet due, | | | 237 00 |
| Profit and loss balance (surplus), | | | 11,338 64 |
| TOTAL, | | | \$103,475 64 |

| PROPERTY ACCOUNTS. | | |
|--|--|------------|
| Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): cancellation of bond, | | \$1,000 00 |

| CAPITAL STOCK. | | |
|---|-------------|-------------|
| Capital stock authorized by law, | \$70,000 00 | |
| Capital stock authorized by votes of company, | 85,000 00 | |
| Capital stock issued and outstanding, | | \$68,200 00 |
| Number of shares issued and outstanding, | 682 | |
| Number of stockholders, | 130 | |
| Number of stockholders in Massachusetts, | 116 | |
| Amount of stock held in Massachusetts, | \$58,200 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest paid during the Year. |
|---------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| | Per Cent. | | | |
| First mortgage bonds, | 6 | Nov. 1, 1902, . | \$5,700 00 | \$348 00 |
| First mortgage bonds, | 6 | Nov. 1, 1907, . | 18,000 00 | 1,080 00 |
| TOTALS, | | | \$23,700 00 | \$1,428 00 |

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED. | Total. | In Massachusetts. |
|--|--------|-------------------|
| | Miles. | Miles. |
| Length of main line, | 7.070 | 7.070 |
| Length of side track, etc., | .770 | .770 |
| TOTAL LENGTH OF TRACK OWNED, | 7.840 | 7.840 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

CHATHAM RAILROAD COMPANY,

CHATHAM, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Clarendon A. Freeman, *President*, North Chatham, Mass. Charles Bassett, *Treasurer and Clerk of Corporation*, South Chatham, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Clarendon A. Freeman, North Chatham, Mass. Osborn Nickerson, Chathamport, Mass. Daniel W. Nickerson, Chatham, Mass. Oliver E. Eldredge, Chatham, Mass. Heman A. Harding, Chatham, Mass. Meriton E. Nickerson, South Chatham, Mass. Charles Bassett, South Chatham, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

C. A. FREEMAN,
CHAS. BASSETT,
OLIVER E. ELDREDGE,
OSBORN NICKERSON,
CHAS. BASSETT,
Directors.
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

BARNSTABLE, SS. CHATHAM, Aug. 13, 1901. Then personally appeared the above-named Clarendon A. Freeman, Charles Bassett, Oliver E. Eldredge and Osborn Nickerson, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ERASTUS T. BEARSE,
Notary Public.

RETURN OF THE CHESTER & BECKET RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1901.

[Leased to and operated by the Boston & Albany (New York Central & Hudson River, lessee).]

GENERAL EXHIBIT FOR THE YEAR.

| | | |
|--|----------|--------------------|
| Rental received from lease of road, | | \$407 73 |
| Expenses and charges upon income accrued during the year: | | |
| Salaries and maintenance of organization, | \$28 40 | |
| Interest on funded debt, | 2,500 00 | |
| Interest and discount on unfunded debts and loans, | 1,997 25 | |
| TOTAL EXPENSES AND CHARGES UPON INCOME, | | 4,525 65 |
| Deficit for the year ending June 30, 1901, | | \$4,117 92 |
| Amount of deficit June 30, 1900, | | 10,077 21 |
| TOTAL DEFICIT JUNE 30, 1901, | | \$14,195 13 |

GENERAL BALANCE SHEET JUNE 30, 1901.

| ASSETS. | Dr. | |
|---|-------------|---------------------|
| Cost of road, | | \$136,893 98 |
| Cash, | \$201 29 | |
| Traffic balances due from other companies, | 104 16 | |
| TOTAL CASH AND CURRENT ASSETS, | | 305 45 |
| Profit and loss balance (deficit), | | 14,195 13 |
| TOTAL, | | \$151,394 56 |
| LIABILITIES. | Cr. | |
| Capital stock, | | \$50,000 00 |
| Funded debt, | | 50,000 00 |
| Current liabilities: | | |
| Loans and notes payable, | \$37,945 43 | |
| Matured interest coupons unpaid (including coupons due July 1), | 7,500 00 | |
| Miscellaneous current liabilities: interest on notes payable, | 5,949 13 | |
| TOTAL CURRENT LIABILITIES, | | 51,394 56 |
| TOTAL, | | \$151,394 56 |

| CAPITAL STOCK. | | | |
|---|-------------|--|-------------|
| Capital stock authorized by law, | \$50,000 00 | | |
| Capital stock authorized by votes of company, | 50,000 00 | | |
| Capital stock issued and outstanding, | | | \$50,000 00 |
| Number of shares issued and outstanding, | 500 | | |
| Number of stockholders, | 16 | | |
| Number of stockholders in Massachusetts, | 4 | | |
| Amount of stock held in Massachusetts, | \$13,400 00 | | |

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED. | Total. | In Massa- chusetts. |
|--|--------|------------------------|
| | Miles. | Miles. |
| Length of main line, | 5.270 | 5.270 |
| Length of side track, etc., | 1.800 | 1.800 |
| TOTAL LENGTH OF TRACK OWNED, | 7.070 | 7.070 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

CHESTER & BECKET RAILROAD COMPANY,

BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

James A. Rumrill, *President*, Springfield, Mass. Frank H. Ratcliffe, *Treasurer and Clerk of Corporation*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Chester W. Bliss, Springfield, Mass. Frederick J. Collier, Hudson, N. Y. Zenas Crane, Dalton, Mass. William A. Harder, Jr., Hudson, N. Y. Edward D. Hayden, Woburn, Mass. Samuel Hoar, Concord, Mass. James A. Rumrill, Springfield, Mass. Stephen Salisbury, Worcester, Mass. Smith Thompson, Hudson, N. Y.

We hereby certify that the statements contained in the foregoing return are full, just and true.

J. A. RUMRILL,
E. D. HAYDEN,
SAMUEL HOAR,
CHESTER W. BLISS,
Directors.
F. H. RATCLIFFE,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. SEPT. 25, 1901. Then personally appeared the above-named J. A. Rumrill, E. D. Hayden, Samuel Hoar and F. H. Ratcliffe, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GEO. P. FURBER,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, SS. SEPT. 26, 1901. Then personally appeared Chester W. Bliss, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

CONSTANT Q. RING,
Justice of the Peace.

RETURN

OF THE

CONNECTICUT RIVER RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1901.

[Leased to and operated by the Boston & Maine.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|---------------------|
| Rental received from lease of road, | \$359,175 00 |
| Expenses and charges upon income accrued during the year: | |
| Salaries and maintenance of organization, | \$2,000 00 |
| Interest on funded debt, | 96,675 00 |
| TOTAL EXPENSES AND CHARGES UPON INCOME, | 98,675 00 |
| NET DIVISIBLE INCOME, | \$260,500 00 |
| Dividends declared (10 per cent),* | \$260,500 00 |
| Amount of deficit June 30, 1900, | \$292,689 29 |
| Credits to profit and loss account during the year: | |
| Premium on 500 shares additional capital | |
| stock issued, | \$87,500 00 |
| Premium on \$290,000 $3\frac{1}{2}$ per cent 20-year | |
| bonds issued, | 13,224 00 |
| TOTAL CREDITS, | \$100,724 00 |
| Debits to profit and loss account | |
| during the year: | |
| Expenses in reissue of stock, | \$144 38 |
| Expenses in reissue of bonds, | 2,165 20 |
| TOTAL DEBITS, | 2,309 58 |
| NET AMOUNT CREDITED TO PROFIT AND LOSS, | \$98,414 42 |
| TOTAL DEFICIT JUNE 30, 1901, | \$194,274 87 |

| GENERAL BALANCE SHEET JUNE 30, 1901. | |
|---|----------------|
| ASSETS. | DR. |
| Cost of road, | \$3,525,803 06 |
| Cost of equipment, | 455,977 66 |
| Lands in Chicopee and Brightwood, | 39,175 00 |

* \$2,580,000 for one year; \$50,000 for six months.

| | | |
|--|----------------|----------------|
| Stock of Vermont Valley Railroad Company of 1871, | \$579,220 00 | |
| Stock of Hampden Park, | 23,987 50 | |
| | | \$603,207 50 |
| TOTAL PERMANENT INVESTMENTS, | | \$4,624,163 22 |
| Cash, | \$33,378 92 | |
| Due from solvent companies and individuals, | 480,162 86 | |
| | | |
| TOTAL CASH AND CURRENT ASSETS, | | 513,541 78 |
| Profit and loss balance (deficit), | | 194,274 87 |
| TOTAL, | | \$5,331,979 87 |
| LIABILITIES. | | Cr. |
| Capital stock, | | \$2,630,000 00 |
| Funded debt, | | 2,580,000 00 |
| Current liabilities: | | |
| Dividends not called for, | \$430 00 | |
| Matured interest coupons unpaid (including coupons due July 1), | 32,202 00 | |
| Miscellaneous current liabilities: Boston & Maine Railroad, | 75,267 61 | |
| | | |
| TOTAL CURRENT LIABILITIES, | | 107,899 61 |
| Accrued liabilities: interest accrued and not yet due, | | 13,333 34 |
| Sinking and other special funds: fund for corporation expenses, | | 746 92 |
| TOTAL, | | \$5,331,979 87 |
| PROPERTY ACCOUNTS. | | |
| Additions to construction account: expenditures reported by the Boston & Maine Railroad, lessee, | | \$42,734 65 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | | \$42,734 65 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$2,670,000 00 | |
| Capital stock authorized by votes of company, | 2,630,000 00 | |
| Capital stock issued and outstanding, | | \$2,630,000 00 |
| Number of shares issued and outstanding, | 26,300 | |
| Number of stockholders, | 952 | |
| Number of stockholders in Massachusetts, | 749 | |
| Amount of stock held in Massachusetts, | \$1,907,800 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|------------------------|-------------------|-------------------|---------------------|--------------------------------|
| | Per Cent. | | | |
| Scrip bonds, | 4 | Jan. 1, 1903, | \$1,290,000 00 | \$51,734 00 |
| Gold bonds, | 4 | Sept. 1, 1943, | 1,000,000 00 | 40,000 00 |
| Gold bonds, | 3½ | Jan. 1, 1921, | 290,000 00 | - |
| TOTALS, | | | \$2,580,000 00 | \$91,734 00 |

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED. | Total. | In Massa- chusetts. |
|--|---------|------------------------|
| | Miles. | Miles. |
| Length of main line, | 74.000 | 50.080 |
| Length of branch line, | 5.850 | 5.850 |
| TOTAL LENGTH OF LINE OWNED, | 79.850 | 55.930 |
| Length of second track, | 36.000 | 36.000 |
| Length of third track, | .800 | .800 |
| Length of side track, etc., | 61.910 | 54.860 |
| TOTAL LENGTH OF TRACK OWNED, | 178.560 | 147.590 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

CONNECTICUT RIVER RAILROAD COMPANY,
SPRINGFIELD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

William Whiting, *President*, Holyoke, Mass. William G. McIntyre, *Treasurer and Clerk of Corporation*, Springfield, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

William Whiting, Holyoke, Mass. Oscar Edwards, Northampton, Mass.
James H. Williams, Bellows Falls, Vt. John H. Albin, Concord, N. H.
George H. Ball, Boston, Mass. Edmund P. Kendrick, Springfield, Mass.
Seth M. Richards, Newport, N. H. Joseph W. Stevens, Greenfield, Mass.
Lucius Tuttle, Boston, Mass. William W. McClench, Springfield, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

WILLIAM WHITING,
EDMUND P. KENDRICK,
J. H. ALBIN,
WM. W. MCCLENCH,
OSCAR EDWARDS,
JOSEPH W. STEVENS,
Directors.
WILLIAM G. MCINTYRE,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, SS. SEPT. 18, 1901. Then personally appeared the above-named William Whiting, Edmund P. Kendrick, J. H. Albin, Wm. W. McClench, Oscar Edwards, Joseph W. Stevens and William G. McIntyre, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

STUART M. ROBSON,
Justice of the Peace.

RETURN

OF THE

DANVERS RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1901.

[Leased to and operated by the Boston & Maine. Its operations are included in the return of that road, being so intimately connected that separate accounts are not kept.]

| GENERAL BALANCE SHEET JUNE 30, 1901. | | | | |
|---|--------------|--|-----|--------------|
| ASSETS. | | | DR. | |
| Cost of road, | | | | \$239,678 15 |
| TOTAL, | | | | \$239,678 15 |
| LIABILITIES. | | | CR. | |
| Capital stock, | | | | \$67,500 00 |
| Funded debt, | | | | 125,000 00 |
| Current liabilities: due Boston & Maine Railroad, | | | | 25,000 00 |
| Profit and loss balance (surplus), | | | | 22,178 15 |
| TOTAL, | | | | \$239,678 15 |
| CAPITAL STOCK. | | | | |
| Capital stock authorized by law, | \$100,000 00 | | | |
| Capital stock authorized by votes of company, | 100,000 00 | | | |
| Capital stock issued and outstanding, | | | | \$58,300 00 |
| Amount paid in on shares not yet issued, | | | | 9,200 00 |
| TOTAL CAPITAL STOCK LIABILITY, | | | | \$67,500 00 |
| Number of shares issued and outstanding, | 583 | | | |
| Number of stockholders, | 47 | | | |
| Number of stockholders in Massachusetts, | 46 | | | |
| Amount of stock held in Massachusetts, | \$61,100 00 | | | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|-------------------------|-------------------|-------------------|---------------------|--------------------------------|
| Coupon bonds, | Per Cent. 6 | March 1, 1875, | \$125,000 00 | - |

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED. | Total. | In Massa- chusetts. |
|--|-----------------|------------------------|
| Length of main line, | Miles. 9.260 | Miles. 9.260 |
| Length of side track, etc., | 2.440 | 2.440 |
| TOTAL LENGTH OF TRACK OWNED, | 11.700 | 11.700 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

DANVERS RAILROAD COMPANY,

BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Lucius Tuttle, *President*, Boston, Mass. Herbert E. Fisher, *Treasurer*, Boston, Mass. William B. Lawrence, *Clerk of Corporation*, Boston, Mass. William J. Hobbs, *Auditor*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Lucius Tuttle, Boston, Mass. Samuel C. Lawrence, Medford, Mass. Walter Hunnewell, Wellesley, Mass. Henry M. Whitney, Brookline, Mass. Henry R. Reed, Boston, Mass. Joseph H. White, Brookline, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

LUCIUS TUTTLE,
JOSEPH H. WHITE,
HENRY R. REED,
WALTER HUNNEWELL,
Directors.
HERBERT E. FISHER,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Sept. 12, 1901. Then personally appeared the above-named Lucius Tuttle, Joseph H. White, Henry R. Reed, Walter Hunnewell and Herbert E. Fisher, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WILLIAM B. LAWRENCE,
Justice of the Peace.

RETURN

OF THE

FITCHBURG RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1901.

[Leased to and operated by the Boston & Maine.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|-----------------------|
| Rental received from lease of road, | \$1,780,940 00 |
| Income from other sources: interest on bank deposit, | 463 18 |
| GROSS INCOME, | \$1,781,403 18 |
| Expenses and charges upon income accrued during the year: | |
| Salaries and maintenance of organization, | \$7,463 18 |
| Interest on funded debt, | 920,405 00 |
| TOTAL EXPENSES AND CHARGES UPON INCOME, | 927,868 18 |
| NET DIVISIBLE INCOME, | \$853,535 00 |
| Dividends declared: | |
| 1 per cent on common stock,* | \$220 00 |
| 5 per cent on preferred stock, | 853,315 00 |
| | \$853,535 00 |
| Amount of surplus June 30, 1900, | \$965,997 18 |
| Credits to profit and loss account during the year: | |
| Funds (ledger) transferred, | \$365,356 14 |
| Profit on sale of treasury stock, | 170,340 00 |
| TOTAL CREDITS, | \$535,696 14 |
| Debits to profit and loss account during the year: | |
| Depreciation equipment, etc., | \$687,445 22 |
| Accounts charged off, | 27,976 75 |
| TOTAL DEBITS, | 715,421 97 |
| NET AMOUNT DEBITED TO PROFIT AND LOSS, | 179,725 83 |
| TOTAL SURPLUS JUNE 30, 1901, | \$786,271 35 |

* No dividend paid on stock owned by Fitchburg Railroad and Boston & Maine Railroad.

GENERAL BALANCE SHEET JUNE 30, 1901.

| ASSETS. | | Dr. |
|--|--------------|------------------------|
| Cost of road, | | \$39,872,386 64 |
| Cost of equipment, | | 3,830,267 01 |
| Other permanent property: Vermont & Massachusetts Railroad improvements, | | 1,891,216 56 |
| TOTAL PERMANENT INVESTMENTS, | | \$45,593,870 21 |
| Cash, | \$10,518 31 | |
| Due from solvent companies and individuals, | 60,805 00 | |
| Other cash assets, | 383,862 47 | |
| TOTAL CASH AND CURRENT ASSETS, | | 455,185 78 |
| Other assets and property: | | |
| Rental accrued not due, | \$224,514 97 | |
| Boston & Maine Railroad, lessee, | 936,034 06 | |
| TOTAL MISCELLANEOUS ASSETS, | | 1,160,549 03 |
| TOTAL, | | \$47,209,605 02 |
| LIABILITIES. | | Cr. |
| Capital stock, common, | | \$7,000,000 00 |
| Capital stock, preferred, | | 17,360,000 00 |
| TOTAL CAPITAL STOCK, | | \$24,360,000 00 |
| Funded debt, | | 21,164,000 00 |
| Current liabilities: | | |
| Audited vouchers and accounts, | \$62,426 80 | |
| Dividends not called for, | 3,593 50 | |
| Matured interest coupons unpaid (including coupons due July 1), | 68,007 50 | |
| Miscellaneous current liabilities: | | |
| B. B. & G. Railroad stockholders, | 130 00 | |
| Boston & Maine Railroad lease improvements, | 540,660 90 | |
| TOTAL CURRENT LIABILITIES, | | 674,818 70 |
| Accrued liabilities: interest accrued and not yet due, | | 224,514 97 |
| Profit and loss balance (surplus), | | 786,271 35 |
| TOTAL, | | \$47,209,605 02 |
| PROPERTY ACCOUNTS. | | |
| Additions to construction account: | | |
| Lands, land damages and fences, | \$13,713 05 | |
| Other additions to construction account: | | |
| Milford Branch consolidation, | 82 36 | |
| Permanent improvements, | 493,747 22 | |
| TOTAL ADDITIONS TO CONSTRUCTION ACCOUNT, | | \$507,542 63 |

| | | |
|--|--------------|----------------|
| Additions to equipment account: | | |
| Locomotives (23 in number), | \$288,430 00 | |
| Cars for freight service (128 in number), | 90,771 62 | |
| TOTAL ADDITIONS TO EQUIPMENT ACCOUNT, | | \$379,201 62 |
| Other expenditures charged to property accounts: appreciation in equipment, | | 173,654 27 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | | \$1,060,398 52 |
| Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): | | |
| Depreciation in equipment, | \$852,374 88 | |
| Land sold, | 100 00 | |
| TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, | | 852,474 88 |
| NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, | | \$207,923 64 |

CAPITAL STOCK.

| | | |
|--|-----------------|-----------------|
| Capital stock authorized by law, common, | \$7,000,000 00 | |
| Capital stock authorized by law, preferred, | 17,360,000 00 | |
| Total capital stock authorized by law, | \$24,360,000 00 | |
| Capital stock authorized by votes of company, common, | \$7,000,000 00 | |
| Capital stock authorized by votes of company, preferred, | 17,360,000 00 | |
| Total capital stock authorized by vote, | \$24,360,000 00 | |
| Capital stock issued and outstanding, common, | | \$7,000,000 00 |
| Capital stock issued and outstanding, preferred, | | 17,360,000 00 |
| TOTAL CAPITAL STOCK LIABILITY, | | \$24,360,000 00 |
| Number of shares issued and outstanding, common, | 70,000 | |
| Number of shares issued and outstanding, preferred, | 173,600 | |
| Total number of shares outstanding, | | 243,600 |
| Number of stockholders, common, | 2 | |
| Number of stockholders, preferred, | 5,933 | |
| Total number of stockholders, | | 5,935 |
| Number of stockholders in Massachusetts, common, | 2 | |
| Number of stockholders in Massachusetts, preferred, | 4,814 | |
| Total stockholders in Massachusetts, | | 4,816 |
| Amount of stock held in Massachusetts, common, | \$7,000,000 00 | |
| Amount of stock held in Massachusetts, preferred, | 15,920,000 00 | |
| Total stock held in Massachusetts, | \$22,920,000 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|--|-------------------|-------------------|---------------------|--------------------------------|
| | Per Cent. | | | |
| Fitchburg Railroad plain bonds, . | 5 | Oct. 1, 1901, | \$500,000 00 | \$24,525 00 |
| Fitchburg Railroad plain bonds, . | 5 | April 1, 1902, | 500,000 00 | 25,000 00 |
| Fitchburg Railroad plain bonds, . | 5 | April 1, 1903, | 500,000 00 | 25,050 00 |
| Fitchburg Railroad plain bonds, . | 4 | March 1, 1904, | 500,000 00 | 20,240 00 |
| Fitchburg Railroad plain bonds, . | 4 | June 1, 1905, | 500,000 00 | 19,640 00 |
| Fitchburg Railroad plain bonds, . | 4 | Feb. 1, 1937, | 5,000,000 00 | 200,000 00 |
| Fitchburg Railroad plain bonds, . | 4 | April 1, 1907, | 1,500,000 00 | 59,700 00 |
| Fitchburg Railroad plain bonds, . | 4 | May 1, 1908, | 2,000,000 00 | 99,950 00 |
| Fitchburg Railroad plain bonds, . | 5 | June 1, 1920, | 500,000 00 | 19,820 00 |
| Fitchburg Railroad plain bonds, . | 4 | March 1, 1903, | 54,000 00 | 2,160 00 |
| Fitchburg Railroad plain bonds, . | 5 | Sept. 1, 1903, | 378,000 00 | 18,900 00 |
| Fitchburg Railroad plain bonds, . | 5 | Nov. 1, 1903, | 1,000,000 00 | 50,125 00 |
| Fitchburg Railroad plain bonds, . | 5 | Dec. 1, 1903, | 500,000 00 | 24,900 00 |
| Fitchburg Railroad plain bonds, . | 4½ | May 1, 1914, | 500,000 00 | 22,342 50 |
| Fitchburg Railroad plain bonds, . | 4 | March 1, 1915, | 1,359,000 00 | 54,120 00 |
| Fitchburg Railroad plain bonds, . | 4 | July 1, 1916, | 500,000 00 | 19,620 00 |
| Fitchburg Railroad plain bonds, . | 4 | March 1, 1927, | 2,750,000 00 | 110,080 00 |
| Fitchburg Railroad plain bonds, . | 4 | Jan. 1, 1928, | 1,450,000 00 | 58,000 00 |
| Fitchburg Railroad plain bonds, . | 3½ | Oct. 1, 1920, | 500,000 00 | 8,732 50 |
| Troy & Boston Railroad first mortgage bonds, . | 7 | July 1, 1924, | 573,000 00 | 40,110 00 |
| Brookline & Pepperell R.R. bonds, . | 5 | Dec. 1, 1911, | 100,000 00 | 4,975 00 |
| Fitchburg Railroad plain bonds, . | 5 | Oct. 1, 1900, | - | 12,575 00 |
| TOTALS, | | | \$21,164,000 00 | \$920,565 00 |

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED. | Total. | In Massachusetts. |
|--|---------|-------------------|
| | Miles. | Miles. |
| Length of main line, | 249.050 | 104.420 |
| Length of branch line, | 145.090 | 83.840 |
| TOTAL LENGTH OF LINE OWNED, | 394.140 | 188.260 |
| Length of second track, | 116.970 | 100.630 |
| Length of third track, | 3.900 | 3.900 |
| Length of fourth track, | 2.020 | 2.020 |
| Length of side track, etc., | 252.310 | 160.630 |
| TOTAL LENGTH OF TRACK OWNED, | 769.340 | 455.440 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

FITCHBURG RAILROAD COMPANY,
BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Moses Williams, *President*, Boston, Mass. Daniel A. Gleason, *Treasurer*, Boston, Mass. Paul Crocker, *Clerk of Corporation*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Gordon Abbott, Boston, Mass. Brigham N. Bullock, Fitchburg, Mass. Charles T. Crocker, Fitchburg, Mass. William H. Hollister, New York, N. Y. Charles Lowell, Boston, Mass. William E. Rice, Worcester, Mass. Joseph B. Russell, Belmont, Mass. Francis Smith, Rockland, Me. Frederic J. Stimson, Boston, Mass. Rodney Wallace, Fitchburg, Mass. Charles E. Ware, Fitchburg, Mass. William S. Webb, New York, N. Y. Moses Williams, Boston, Mass. Robert Winsor, Boston, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

MOSES WILLIAMS,
CHAS. E. WARE,
RODNEY WALLACE,
B. N. BULLOCK,
C. LOWELL,
GORDON ABBOTT,
JOSEPH B. RUSSELL,
ROBERT WINSOR,

Directors.

DAN. A. GLEASON,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER AND SUFFOLK, SS. SEPT. 18 and 20, 1901. Then personally appeared the above-named Chas. E. Ware, Rodney Wallace and B. N. Bullock, in Worcester, ss., Sept. 18, and Charles Lowell, Gordon Abbott and Jos. B. Russell, in Suffolk, ss., on the 18th, and Robert Winsor and Moses Williams, in Suffolk, ss., on the 20th, and Dan. A. Gleason, in Suffolk, ss., on the 20th, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHARLES B. GLEASON,

Justice of the Peace.

RETURN

OF THE

GRAFTON & UPTON RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1901.

| GENERAL EXHIBIT FOR THE YEAR. | | |
|--|-------------|-------------|
| Gross earnings from operation, | | \$62,577 14 |
| Operating expenses, | | 52,820 07 |
| NET EARNINGS FROM OPERATION, | | \$9,757 07 |
| Miscellaneous income, less expense of collecting: | | |
| Interest, | \$227 61 | |
| Sale of junk, etc., | 156 91 | |
| TOTAL INCOME FROM SOURCES OTHER THAN OPERATION, | | 384 52 |
| GROSS INCOME ABOVE OPERATING EXPENSES, . . . | | \$10,141 59 |
| Charges upon income accrued during the year: | | |
| Interest on funded debt, | \$10,900 00 | |
| Taxes, | 521 35 | |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . | | 11,421 35 |
| Deficit for the year ending June 30, 1901, | | \$1,279 76 |
| Amount of surplus June 30, 1900, | | 13,715 42 |
| TOTAL SURPLUS JUNE 30, 1901, | | \$12,435 66 |

EARNINGS FROM OPERATION.

| DEPARTMENT OF SERVICE. | Gross Receipts. | Deductions. | Earnings. |
|--|-----------------|-------------|-------------|
| Passenger service: | | | |
| Gross receipts from passengers, | \$17,908 68 | | |
| Deductions: | | | |
| Tickets redeemed, | | \$30 76 | |
| NET REVENUE FROM PASSENGERS, | | | \$17,877 92 |
| From mails, | \$903 28 | | |
| From express, | 3,478 35 | | |
| | | | 4,381 63 |
| TOTAL EARNINGS, PASSENGER SERVICE (carried forward), | | | \$22,259 55 |

EARNINGS FROM OPERATION — Concluded.

| DEPARTMENT OF SERVICE. | Gross Receipts. | Deductions. | Earnings. |
|--|-----------------|-------------|-------------|
| <i>Amount brought forward,</i> | | | \$22,259 55 |
| Freight service: | | | |
| Gross receipts from freight, | \$40,626 84 | | |
| Deductions: | | | |
| Overcharge to shippers, | | \$309 25 | |
| TOTAL EARNINGS, FREIGHT SERVICE, | | | 40,317 59 |
| GROSS EARNINGS FROM OPERATION, | | | \$62,577 14 |

EXPENSES OF OPERATION.

| | |
|--|-------------|
| General expenses: | |
| Salaries of general officers, | \$2,499 96 |
| General office expenses and supplies, | 136 23 |
| Insurance, | 184 75 |
| TOTAL, | \$2,820 94 |
| Maintenance of way and structures: | |
| Repairs of roadway, | \$5,751 08 |
| Renewals of rails, | 732 09 |
| Renewals of ties, | 3,616 90 |
| Repairs and renewals of bridges and culverts, | 991 20 |
| Repairs and renewals of fences, road crossings, signs and cattle guards, | 253 87 |
| Repairs and renewals of buildings and fixtures, | 1,203 73 |
| Other expenses of maintaining way and structures: | |
| Frogs, switches, bolts, spikes, etc., | 941 56 |
| Filling and grading for new freight tracks, | 331 70 |
| TOTAL, | \$13,822 13 |
| Maintenance of equipment: | |
| Repairs and renewals of locomotives, | \$3,017 33 |
| Repairs and renewals of passenger cars, | 584 20 |
| Repairs and renewals of freight cars, | 293 41 |
| TOTAL, | \$3,894 94 |
| Conducting transportation: | |
| Superintendence, | \$1,200 00 |
| Engine and roundhouse men, | 4,402 25 |
| Fuel for locomotives, | 8,894 06 |
| Water supply for locomotives, | 679 89 |
| Oil, tallow and waste for locomotives, | 480 72 |
| Other supplies for locomotives, | 16 70 |
| Train service, | 5,866 00 |
| Train supplies and expenses, | 10 21 |
| Switchmen, flagmen and watchmen, | 546 00 |
| Station service, | 3,892 84 |
| Station supplies, | 323 51 |
| Car mileage — balance, | 348 08 |
| Loss and damage, | 4,142 88 |

| | |
|--|--------------------|
| Conducting transportation — <i>Concluded.</i> | |
| Rentals for tracks, yards and terminals, | \$1,225 00 |
| Stationery and printing, | 192 26 |
| Other expenses of conducting transportation: petty expenses of superintendent, etc., | 61 66 |
| TOTAL, | \$32,282 06 |
| Recapitulation: | |
| General expenses, | \$2,820 94 |
| Maintenance of way and structures, | 13,822 13 |
| Maintenance of equipment, | 3,894 94 |
| Conducting transportation, | 32,282 06 |
| TOTAL OPERATING EXPENSES, | \$52,820 07 |
| Percentage of operating expenses to gross earnings, | 84.40 |

GENERAL BALANCE SHEET JUNE 30, 1901.

| ASSETS. | | DR. |
|---|--------------|---------------------|
| Cost of road, | | \$456,917 68 |
| Cost of equipment, | | 61,082 32 |
| TOTAL PERMANENT INVESTMENTS, | | \$518,000 00 |
| Cash, | | 12,435 66 |
| TOTAL, | | \$530,435 66 |
| LIABILITIES. | | CR. |
| Capital stock, | | \$250,000 00 |
| Funded debt, | | 268,000 00 |
| Profit and loss balance (surplus), | | 12,435 66 |
| TOTAL, | | \$530,435 66 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$250,000 00 | |
| Capital stock authorized by votes of company, | 250,000 00 | |
| Capital stock issued and outstanding, | | \$250,000 00 |
| Number of shares issued and outstanding, | 2,500 | |
| Number of stockholders, | 17 | |
| Number of stockholders in Massachusetts, | 15 | |
| Amount of stock held in Massachusetts, | \$239,200 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|----------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage bonds, | Per Cent. 4 | Nov. 1, 1912, | \$250,000 00 | \$10,000 00 |
| Second mortgage bonds, | 5 | July 1, 1913, | 18,000 00 | 900 00 |
| TOTALS, | | | \$268,000 00 | \$10,900 00 |

VOLUME OF TRAFFIC, ETC.

| | | |
|--|---------------|--------------|
| Passenger traffic: | | |
| Number of passengers carried paying revenue, | | 61,582 |
| Number of passengers carried one mile, | | 615,820 |
| Number of passengers carried one mile per mile of road operated, | | 38,488 |
| Average length of journey per passenger, | 10.000 miles. | |
| Average amount received per passenger per mile carried, | 2.900 cents. | |
| Passenger earnings (gross) per mile of road operated, | \$1,391 | 18.000 |
| Passenger earnings (gross) per passenger-train mile run, | | 55.960 |
| Freight traffic: | | |
| Number of tons of freight hauled earning revenue, | | 91,005 |
| Number of tons of freight hauled one mile, | | 819,045 |
| Number of tons of freight hauled one mile per mile of road operated, | | 51,190 |
| Average length of haul per ton, | 9.000 miles. | |
| Average amount received per ton per mile hauled, | 4.920 cents. | |
| Freight earnings (gross) per mile of road operated, | \$2,519 | 81 |
| Freight earnings (gross) per freight-train mile run, | | 2 29 |
| Operating expenses: | | |
| Operating expenses per mile of road operated, | | 3,301 00 |
| Operating expenses per revenue-train mile run, | | 91 |
| Train mileage: | | |
| Miles run by passenger trains, | | 38,847 |
| Miles run by freight trains, | | 17,550 |
| Miles run by mixed trains, | | 1,565 |
| Total mileage of trains earning revenue, | | 57,962 |
| Miles run by switching trains, | | 9,310 |
| Miles run by construction and other trains, | | 920 |
| Total train mileage, | | 68,192 |
| Fares and freights: | | |
| Average rate of fare per mile received for local and trip tickets, | | 3.600 cents. |
| Average rate of fare per mile received for time and commutation tickets, | 1.500 | " |
| Average rate of fare per mile received for interline tickets, | 3.200 | " |
| Average rate received per ton mile for local freight, | 3.640 | " |
| Average rate received per ton mile for interline freight, | 2.910 | " |
| Employees: | | |
| Average number of persons employed, | | 39 |

DESCRIPTION OF RAILROAD OWNED AND OPERATED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED. | Total. | In Massachusetts. |
|---|------------------|-------------------|
| Length of main line, | Miles. 16.500 | Miles. 16.500 |
| Length of side track, etc., | 3.750 | 3.750 |
| TOTAL LENGTH OF TRACK OWNED, | 20.250 | 20.250 |
| RAILROAD OPERATED. | | |
| Length of main line, | 16.500 | 16.500 |
| Length of side track, etc., | 3.750 | 3.750 |
| TOTAL LENGTH OF TRACK OPERATED, | 20.250 | 20.250 |

DESCRIPTION OF EQUIPMENT.

| ROLLING STOCK. | Number Owned. | Equipped with Power Driving-wheel Brakes. | Equipped with Power Train Brakes. | Equipped with Automatic Couplers. | Maximum Weight. | Average Weight. | Name of Coupler Used. |
|---|---------------|---|-----------------------------------|-----------------------------------|-----------------|-----------------|-----------------------|
| LOCOMOTIVES. | | | | | Lbs. | Lbs. | |
| Passenger, | 2 | 2 | - | - | 65,000 | 65,000 | - |
| Freight, | 2 | 2 | - | - | 85,000 | 75,000 | - |
| TOTAL, | 4 | 4 | - | - | - | - | - |
| CARS — PASSENGER SERVICE. | | | | | | | |
| Passenger cars, | 2 | - | 2 | 2 | - | - | Miller. |
| Combination cars, | 2 | - | 2 | 2 | - | - | Miller. |
| Baggage, express and mail cars, | 2 | - | - | 2 | - | - | Miller. |
| TOTAL, | 6 | - | 4 | 6 | - | - | - |
| CARS — FREIGHT SERVICE. | | | | | | | |
| Flat cars, | 1 | - | - | - | - | - | - |

Number of 8-wheel cars in passenger service with brakes for *all* wheels, 4

RAILROAD CROSSINGS IN MASSACHUSETTS.

| | |
|--|----|
| <i>Crossings with Highways.</i> | |
| Number of crossings of company's railroad with highways at grade, | 29 |
| Number of highway grade crossings protected by flagmen, | 4 |
| Number of highway grade crossings unprotected, | 25 |
| Number of highway grade crossings finally abolished during the year (street discontinued), | 1 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

GRAFTON & UPTON RAILROAD COMPANY,

GRAFTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Edward P. Usher, *President, Treasurer, Clerk of Corporation and General Manager*, Grafton, Mass. George A. Draper, *Vice-President*, Hopedale, Mass. Levi W. Moore, *Superintendent*, Milford, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

George A. Draper, Hopedale, Mass. Eben D. Bancroft, Hopedale, Mass. Frank J. Dutcher, Hopedale, Mass. George W. Knowlton, West Upton, Mass. Edward P. Usher, Grafton, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

EDWARD P. USHER,
EBEN D. BANCROFT,
FRANK J. DUTCHER,
Directors.
EDWARD P. USHER,
Treasurer.
LEVI W. MOORE,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. HOPEDALE, Aug. 19, 1901. Then personally appeared the above-named Eben D. Bancroft, Frank J. Dutcher and Levi W. Moore, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, EDWARD P. USHER,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. GRAFTON, Aug. 19, 1901. Then personally appeared the above-named Edward P. Usher, and made oath that the foregoing certificate by him subscribed is true, to the best of his knowledge and belief.

Before me, EDWIN A. HOWE,
Justice of the Peace.

RETURN

OF THE

HOLYOKE & WESTFIELD RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1901.

[Leased to and operated by the New York, New Haven & Hartford.]

| GENERAL EXHIBIT FOR THE YEAR. | | |
|--|-------------|---------------------|
| Rental received from lease of road, | | \$37,323 94 |
| Income from other sources: interest on bank balance, | | 461 63 |
| GROSS INCOME, | | \$37,785 57 |
| Expenses and charges upon income accrued during the year: | | |
| Salaries and maintenance of organization, | \$532 40 | |
| Interest on funded debt, | 8,000 00 | |
| Taxes, | 2,799 77 | |
| TOTAL EXPENSES AND CHARGES UPON INCOME, | | 11,332 17 |
| NET DIVISIBLE INCOME, | | \$26,453 40 |
| Dividends declared (10 per cent), | | 26,000 00 |
| Surplus for the year ending June 30, 1901, | | \$453 40 |
| Amount of surplus June 30, 1900, | | 28,533 36 |
| TOTAL SURPLUS JUNE 30, 1901, | | \$28,986 76 |
| GENERAL BALANCE SHEET JUNE 30, 1901. | | |
| ASSETS. | | Dr. |
| Cost of road, | | \$462,268 89 |
| Cash, | \$19,117 22 | |
| Traffic balances due from other companies, | 7,600 65 | |
| TOTAL CASH AND CURRENT ASSETS, | | 26,717 87 |
| TOTAL, | | \$488,986 76 |
| LIABILITIES. | | Cr. |
| Capital stock, | | \$260,000 00 |
| Funded debt, | | 200,000 00 |
| Profit and loss balance (surplus), | | 28,986 76 |
| TOTAL, | | \$488,986 76 |

| CAPITAL STOCK. | | |
|---|--------------|--------------|
| Capital stock authorized by law, | \$350,000 00 | |
| Capital stock authorized by votes of company, | 260,000 00 | |
| Capital stock issued and outstanding, | | \$260,000 00 |
| Number of shares issued and outstanding, | 2,600 | |
| Number of stockholders, | 15 | |
| Number of stockholders in Massachusetts, | 14 | |
| Amount of stock held in Massachusetts, | \$240,000 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|---------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| | Per Cent. | | | |
| First mortgage bonds, | 4 | April 1, 1911, | \$200,000 00 | \$8,000 00 |

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED. | Total. | In Massachusetts. |
|--|--------|-------------------|
| | Miles. | Miles. |
| Length of main line, | 10.320 | 10.320 |
| Length of side track, etc., | 14.240 | 14.240 |
| TOTAL LENGTH OF TRACK OWNED, | 24.560 | 24.560 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

HOLYOKE & WESTFIELD RAILROAD COMPANY,

HOLYOKE, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Edward W. Chapin, *President*, Holyoke, Mass. Charles B. Prescott, *Vice-President*, Holyoke, Mass. Fred. F. Partridge, *Treasurer*, Holyoke, Mass. T. B. O'Donnell, *Clerk of Corporation*, Holyoke, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Edward W. Chapin, Holyoke, Mass. Charles B. Prescott, Holyoke, Mass. James H. Newton, Holyoke, Mass. C. Fayette Smith, Holyoke, Mass. A. D. Durocher, Holyoke, Mass. Richard Herre, Holyoke, Mass. Patrick F. Donoghue, Holyoke, Mass. D. M. Foley, Holyoke, Mass. John D. Ryan, Holyoke, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

EDWARD W. CHAPIN,
CHARLES B. PRESCOTT,
PATRICK F. DONOGHUE,
C. FAYETTE SMITH,
A. D. DUROCHER,
JOHN D. RYAN,

Directors.

FRED. F. PARTRIDGE,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, SS. AUG. 30, 1901. Then personally appeared the above-named Edward W. Chapin, Charles B. Prescott, Patrick F. Donoghue, C. Fayette Smith, A. D. Durocher, John D. Ryan and Fred. F. Partridge, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

THOMAS D. O'BRIEN,

Justice of the Peace.

RETURN

OF THE

HOOSAC TUNNEL & WILMINGTON RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1901.

[A narrow-gauge road.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|-------------|
| Gross earnings from operation, | \$60,911 57 |
| Operating expenses, | 39,010 03 |
| NET EARNINGS FROM OPERATION, | \$21,901 54 |
| Miscellaneous income, less expense of collecting : | |
| Rentals, etc., | \$496 22 |
| Interest and discount received, | 272 80 |
| TOTAL INCOME FROM SOURCES OTHER THAN OPERATION, | 769 02 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$22,670 56 |
| Charges upon income accrued during the year : | |
| Interest on funded debt, | \$12,500 00 |
| Taxes, | 674 01 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 13,174 01 |
| NET DIVISIBLE INCOME, | \$9,496 55 |
| Dividends declared during the year payable on December 31, 1900, 2 per cent on \$250,000, | 5,000 00 |
| Surplus for the year ending June 30, 1901, | \$4,496 55 |
| Amount of surplus June 30, 1900, | 7,520 13 |
| TOTAL SURPLUS JUNE 30, 1901, | \$12,016 68 |
| EARNINGS FROM OPERATION. | |
| Passenger service : | |
| Gross receipts from passengers, | \$10,675 82 |
| From mails, | 1,071 60 |
| From express, | 1,664 20 |
| TOTAL EARNINGS, PASSENGER SERVICE, | \$13,411 62 |
| Freight service: gross receipts from freight, | 47,485 23 |
| TOTAL PASSENGER AND FREIGHT EARNINGS, | \$60,896 85 |
| Other earnings from operation: car mileage—balance, | 14 72 |
| GROSS EARNINGS FROM OPERATION, | \$60,911 57 |

| EXPENSES OF OPERATION. | |
|--|-------------|
| General expenses: | |
| Salaries of general officers, | \$790 00 |
| Salaries of clerks and attendants, | 1,110 00 |
| General office expenses and supplies, | 240 00 |
| Insurance, | 1,077 98 |
| Stationery and printing (general offices), | 72 71 |
| Other general expenses, | 781 64 |
| TOTAL, | \$4,072 38 |
| Maintenance of way and structures: | |
| Repairs of roadway, | \$5,260 38 |
| Renewals of ties, | 2,246 68 |
| Repairs and renewals of buildings and fixtures, | 1,670 75 |
| Repairs and renewals of telegraph and telephones, | 615 37 |
| TOTAL, | \$9,793 18 |
| Maintenance of equipment: | |
| Repairs and renewals of locomotives, | \$4,103 13 |
| Repairs and renewals of passenger cars, | 698 07 |
| Repairs and renewals of freight cars, | 4,609 64 |
| Repairs and renewals of shop machinery and tools, | 1,325 27 |
| TOTAL, | \$10,736 11 |
| Conducting transportation: | |
| Engine and roundhouse men, | \$2,728 91 |
| Fuel for locomotives, | 3,614 18 |
| Water supply for locomotives, | 30 00 |
| Oil, tallow and waste for locomotives, | 32 70 |
| Other supplies for locomotives, | 24 00 |
| Train service, | 1,457 82 |
| Train supplies and expenses, | 135 20 |
| Station service, | 1,742 97 |
| Station supplies, | 43 20 |
| Loss and damage, | 138 93 |
| Injuries to persons, | 180 05 |
| Advertising, | 12 00 |
| Stationery and printing, | 113 02 |
| Other expenses of conducting transportation: transferring, | 4,155 43 |
| TOTAL, | \$14,408 41 |
| Recapitulation: | |
| General expenses, | \$4,072 38 |
| Maintenance of way and structures, | 9,793 18 |
| Maintenance of equipment, | 10,736 11 |
| Conducting transportation, | 14,408 41 |
| TOTAL OPERATING EXPENSES, | \$39,010 08 |
| Percentage of operating expenses to gross earnings, | 64.04 |

GENERAL BALANCE SHEET JUNE 30, 1901.

| ASSETS. | Dr. |
|--|--------------|
| Cost of road, | \$428,609 49 |
| Cost of equipment, | 60,450 42 |
| TOTAL PERMANENT INVESTMENTS, | \$489,059 91 |

| | | |
|---|--------------|---------------------|
| Cash, | \$2,449 12 | |
| Bills receivable, | 11,141 11 | |
| Due from agents, | 6,454 63 | |
| Traffic balances due from other companies, | 411 36 | |
| Due from solvent companies and individuals, | 16,199 94 | |
| TOTAL CASH AND CURRENT ASSETS, | | \$36,656 16 |
| Materials and supplies, | | 1,087 65 |
| TOTAL, | | \$526,803 72 |
| LIABILITIES. | | |
| Capital stock, | | \$250,000 00 |
| Funded debt, | | 250,000 00 |
| Current liabilities: | | |
| Loans and notes payable, | \$7,000 00 | |
| Audited vouchers and accounts, | 1,877 06 | |
| Salaries and wages, | 1,743 31 | |
| TOTAL CURRENT LIABILITIES, | | 10,620 37 |
| Accrued liabilities: interest accrued and not yet due, | | 4,166 67 |
| Profit and loss balance (surplus), | | 12,016 68 |
| TOTAL, | | \$526,803 72 |
| PROPERTY ACCOUNTS. | | |
| Additions to construction account: superstructure including ralls, | | \$2,545 54 |
| Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): in- surance received on small store-house at Readsboro, Vt., destroyed by fire, credited to construction account, | | 334 49 |
| NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, | | \$2,211 05 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$250,000 00 | |
| Capital stock authorized by votes of company, | 250,000 00 | |
| Capital stock issued and outstanding, | | \$250,000 00 |
| Number of shares issued and outstanding, | 2,500 | |
| Number of stockholders, | 44 | |
| Number of stockholders in Massachusetts, | 21 | |
| Amount of stock held in Massachusetts, | \$240,100 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|---------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage bonds, | Per Cent. 5 | Sept. 1, 1922, . | \$250,000 00 | \$12,500 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|---------------|
| Passenger traffic: | |
| Number of passengers carried paying revenue, | 25,769 |
| Number of passengers carried one mile, | 316,698 |
| Number of passengers carried one mile per mile of road operated, | 12,668 |
| Average length of journey per passenger, | 12.290 miles. |
| Average amount received per passenger per mile carried, | 3.371 cents. |
| Passenger earnings (gross) per mile of road operated, | \$536 46 480 |
| Passenger earnings (gross) per passenger-train mile run, | 44.449 |
| Freight traffic: | |
| Number of tons of freight hauled earning revenue, | 46,096 |
| Number of tons of freight hauled one mile, | 774,462 |
| Number of tons of freight hauled one mile per mile of road operated, | 30,978 |
| Average length of haul per ton, | 16.800 miles. |
| Average amount received per ton per mile hauled, | \$0 06.131 |
| Freight earnings (gross) per mile of road operated, | 1,899 40.920 |
| Freight earnings (gross) per freight-train mile run, | 2 42.469 |
| Operating expenses: | |
| Operating expenses per mile of road operated, | 1,560 40.120 |
| Operating expenses per revenue-train mile run, | 1 00.512 |
| Train mileage: | |
| Miles run by passenger trains, | 19,227 |
| Miles run by freight trains, | 8,638 |
| Miles run by mixed trains, | 10,946 |
| Total mileage of trains earning revenue, | 38,811 |
| Total train mileage, | 38,811 |
| Fares and freights: | |
| Average rate of fare per mile received for local and trip tickets, | 4.000 cents. |
| Average rate of fare per mile received for mileage tickets, | 3.000 " |
| Average rate of fare per mile received for interline tickets, | 2.200 " |
| Average rate received per ton mile for local freight, | 6.131 " |
| Employees: | |
| Average number of persons employed, | 40 |

DESCRIPTION OF RAILROAD OWNED AND OPERATED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED. | Total. | In Massa- chusetts. |
|--|------------------|------------------------|
| Length of main line, | Miles. 24.250 | Miles. 8.220 |
| Length of branch line, Hartwellville Branch and Mountain Mills Branch, | .750 | - |
| TOTAL LENGTH OF LINE OWNED, | 25.000 | 8.220 |
| Length of side track, etc., | 3.000 | 1.000 |
| TOTAL LENGTH OF TRACK OWNED, | 28.000 | 9.220 |
| RAILROAD OPERATED. | | |
| Length of main line, | 24.250 | 8.220 |
| Length of branch line, | .750 | - |
| TOTAL LENGTH OF LINE OPERATED, | 25.000 | 8.220 |
| Length of side track, etc., | 3.000 | 1.000 |
| TOTAL LENGTH OF TRACK OPERATED, | 28.000 | 9.220 |

DESCRIPTION OF EQUIPMENT.

| ROLLING STOCK. | | Number Owned. | Equipped with Power Driving-wheel Brakes. | Equipped with Power Train Brakes. | Equipped with Automatic Couplers. | Name of Coupler Used. |
|--|--|---------------|---|-----------------------------------|-----------------------------------|-----------------------|
| LOCOMOTIVES. | | | | | | |
| Passenger, | | 4 | 1* | - | 1 | Trojan. |
| Freight, | | 2 | 1* | - | - | - |
| TOTAL, | | 6 | - | - | 1 | - |
| CARS — PASSENGER SERVICE. | | | | | | |
| Passenger cars, | | 4 | - | 1* | - | - |
| Combination cars, | | 2 | - | 1* | 1 | Trojan. |
| Other cars in passenger service, | | 2 | - | - | 1 | Trojan. |
| TOTAL, | | 8 | - | - | 2 | - |
| CARS — FREIGHT SERVICE. | | | | | | |
| Box-cars, | | 50 | - | - | 30 | Trojan. |
| Flat cars, | | 53 | - | - | 15 | Trojan. |
| Coal cars, | | 21 | - | - | 7 | Trojan. |
| Refrigerator cars, | | 1 | - | - | - | - |
| TOTAL, | | 125 | - | - | 52 | - |
| CARS — COMPANY'S SERVICE. | | | | | | |
| Gravel cars, | | 20 | - | - | - | - |
| Caboose cars, | | 3 | - | † | - | - |
| Other cars in company's service, | | 15 | - | - | - | - |
| TOTAL, | | 38 | - | - | - | - |

ACCIDENTS TO PERSONS.

| KILLED AND INJURED. | IN MASSACHUSETTS. | | | | | | TOTAL ON ALL LINES OPERATED. | |
|---------------------------|---|----------|--|----------|---------|----------|------------------------------------|----------|
| | FROM CAUSES BE- YOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | | | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, . | - | - | - | - | - | - | - | - |
| Employees, . | 2 | 1 | - | - | 2 | 1 | 2 | 3 |
| Other persons, | - | - | - | - | - | - | - | - |
| TOTALS, . | 2 | 1 | - | - | 2 | 1 | 2 | 3 |

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

Brakeman Frank Rice caught between box cars at Monroe Bridge, Mass. Not badly injured; only laid up for two or three days.

Archie Kingsley, engineer, and Orrin Kingsley, fireman, killed at Hoosac Tunnel, Mass., Jan. 11, 1901. Derailment of engine.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

HOOSAC TUNNEL & WILMINGTON RAILROAD COMPANY,
CORPORATION OFFICE, HOLYOKE, MASS ; GENERAL OFFICE, WILMINGTON, VT.

* Eames Vacuum.

† Hand brakes.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Daniel H. Newton, *President*, Holyoke, Mass. James Ramage, *Vice-President*, Holyoke, Mass. James S. Newton, *Treasurer and Clerk of Corporation*, Holyoke, Mass. Martin A. Brown, *General Manager, General Passenger Agent and General Freight Agent*, Wilmington, Vt. Moses Newton, *Superintendent*, Holyoke, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Daniel H. Newton, Holyoke, Mass. James Ramage, Holyoke, Mass. James H. Newton, Holyoke, Mass. Moses Newton, Holyoke, Mass. James S. Newton, Holyoke, Mass. Montgomery Rollins, Boston, Mass. J. S. Pishon, Boston, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

MOSES NEWTON,
JAMES S. NEWTON,
JAMES RAMAGE,
JAMES H. NEWTON,
Directors.
JAMES S. NEWTON,
Treasurer.
MOSES NEWTON,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, SS. HOLYOKE, Sept. 30, 1901. Then personally appeared the above-named Moses Newton, James S. Newton, James Ramage and James H. Newton, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRED. F. PARTRIDGE,
Notary Public.

RETURN

OF THE

HORN POND BRANCH RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1901.

[This road is merely the spur of an ice company, used for the transportation of its ice.]

| GENERAL BALANCE SHEET JUNE 30, 1901. | | |
|---|-------------|-------------|
| ASSETS. | | DR. |
| Cost of road, | | \$15,238 46 |
| TOTAL, | | \$15,238 46 |
| LIABILITIES. | | CR. |
| Capital stock, | | \$2,000 00 |
| Profit and loss balance (surplus), | | 13,238 46 |
| TOTAL, | | \$15,238 46 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$40,000 00 | |
| Capital stock authorized by votes of company, | 2,000 00 | |
| Capital stock issued and outstanding, | | \$2,000 00 |
| Number of shares issued and outstanding, | 100 | |
| Number of stockholders, | 8 | |
| Number of stockholders in Massachusetts, | 8 | |
| Amount of stock held in Massachusetts, | \$2,000 00 | |

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED. | Total. | In Massachusetts. |
|--|----------------|-------------------|
| Length of main line, | Miles. .663 | Miles. .663 |
| Length of side track, etc., | .076 | .076 |
| TOTAL LENGTH OF TRACK OWNED, | .739 | .739 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

HORN POND BRANCH RAILROAD COMPANY,
66 STATE STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Reuben W. Hopkins, *President*, Boston, Mass. Frank J. Bartlett, *Treasurer*
and *Clerk of Corporation*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Reuben W. Hopkins, Arlington, Mass. James H. Reed, Brookline, Mass.
Horace O. Bright, Cambridge, Mass. Nelson Bartlett, Boston, Mass.

We hereby certify that the statements contained in the foregoing return are
full, just and true.

REUBEN W. HOPKINS,
JAMES H. REED,
HORACE O. BRIGHT,
NELSON BARTLETT,

Directors.

FRANK J. BARTLETT,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, June 25, 1901. Then personally appeared the above-named Reuben W. Hopkins, James H. Reed, Horace O. Bright, Nelson Bartlett and F. J. Bartlett, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ELMER H. BRIGHT,

Justice of the Peace.

RETURN

OF THE

LOWELL & ANDOVER RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1901.

[Leased to and operated by the Boston & Maine.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|--------------|
| Rental received from lease of road, | \$52,500 00 |
| Income from other sources : interest on bank deposits, | 116 06 |
| GROSS INCOME, | \$52,616 06 |
| Expenses and charges upon income accrued during the year : | |
| Salaries and maintenance of organization, | \$145 35 |
| Taxes, | 15 32 |
| TOTAL EXPENSES AND CHARGES UPON INCOME, | 160 67 |
| NET DIVISIBLE INCOME, | \$52,455 39 |
| Dividends declared (9 per cent), | 56,250 00 |
| Deficit for the year ending June 30, 1901, | \$3,794 61 |
| Amount of surplus June 30, 1900, | 146,886 54 |
| TOTAL SURPLUS JUNE 30, 1901, | \$143,091 93 |

| GENERAL BALANCE SHEET JUNE 30, 1901. | |
|--|--------------|
| ASSETS. | DR. |
| Cost of road, | \$767,050 24 |
| Cash, | 1,041 69 |
| TOTAL, | \$768,091 93 |
| LIABILITIES. | CR. |
| Capital stock, | \$625,000 00 |
| Profit and loss balance (surplus), | 143,091 93 |
| TOTAL, | \$768,091 93 |

| CAPITAL STOCK. | |
|---|--------------|
| Capital stock authorized by law, | Unlimited. |
| Capital stock authorized by votes of company, | \$625,000 00 |
| Capital stock issued and outstanding, | \$625,000 00 |
| Number of shares issued and outstanding, | 6,250 |
| Number of stockholders, | 197 |
| Number of stockholders in Massachusetts, | 170 |
| Amount of stock held in Massachusetts, | \$556,600 00 |

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED. | Total. | In Massa- chusetts. |
|--|--------|------------------------|
| | Miles. | Miles. |
| Length of main line, | 8.850 | 8.850 |
| Length of second track, | 7.280 | 7.280 |
| Length of side track, etc., | 6.110 | 6.110 |
| TOTAL LENGTH OF TRACK OWNED, | 22.240 | 22.240 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

LOWELL & ANDOVER RAILROAD COMPANY,
LOWELL, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Frederick Ayer, *President*, Lowell, Mass. Austin K. Chadwick, *Treasurer*,
Lowell, Mass. Grenville Hovey, *Clerk of Corporation*, Lowell, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Frederick Ayer, Lowell, Mass. Frederick F. Ayer, New York, N. Y. George
Ripley, Andover, Mass. Oliver H. Moulton, Lowell, Mass. Prescott C. Gates,
Lowell, Mass. Jacob Rogers, Lowell, Mass.

We hereby certify that the statements contained in the foregoing return are
full, just and true.

FREDERICK AYER,
GEORGE RIPLEY,
OLIVER H. MOULTON,
PRESCOTT C. GATES,

Directors.

AUSTIN K. CHADWICK,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, SS. AUG. 30, 1901. Then personally appeared the above-named
George Ripley, Oliver H. Moulton, Prescott C. Gates, Austin K. Chadwick and
Frederick Ayer, and severally made oath that the foregoing certificate by them
subscribed is, to the best of their knowledge and belief, true.

Before me,

GEORGE H. SPALDING,
Justice of the Peace.

RETURN

OF THE

MILFORD, FRANKLIN & PROVIDENCE RAILROAD
COMPANY

FOR THE YEAR ENDING JUNE 30, 1901.

[Leased to and operated by the New York, New Haven & Hartford.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|--------------|
| Rental received from lease of road, | \$1,800 00 |
| Expenses and charges upon income accrued during the year: | |
| Interest on funded debt, | \$600 00 |
| Other expenses and charges upon income: | |
| stamps, envelopes, etc., | 4 00 |
| TOTAL EXPENSES AND CHARGES UPON INCOME, . . . | 604 00 |
| NET DIVISIBLE INCOME, | \$1,196 00 |
| Dividends declared (1 per cent), | 1,000 00 |
| Surplus for the year ending June 30, 1901, | \$196 00 |
| Amount of deficit June 30, 1900, | 8,255 29 |
| TOTAL DEFICIT JUNE 30, 1901, | \$8,059 29 |
| GENERAL BALANCE SHEET JUNE 30, 1901. | |
| ASSETS. | DR. |
| Cost of road, | \$101,308 23 |
| Cash, | 632 48 |
| Profit and loss balance (deficit), | 8,059 29 |
| TOTAL, | \$110,000 00 |
| LIABILITIES. | CR. |
| Capital stock, | \$100,000 00 |
| Funded debt, | 10,000 00 |
| TOTAL, | \$110,000 00 |

| CAPITAL STOCK. | | |
|---|--------------|--------------|
| Capital stock authorized by law, | \$100,000 00 | \$100,000 00 |
| Capital stock authorized by votes of company, | 100,000 00 | |
| Capital stock issued and outstanding, | | |
| Number of shares issued and outstanding, | 1,000 | |
| Number of stockholders, | 20 | |
| Number of stockholders in Massachusetts, | 19 | |
| Amount of stock held in Massachusetts, | \$99,000 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest paid during the Year. |
|-------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage bonds, | Per Cent. 6 | Jan. 1, 1909, . | \$10,000 00 | \$600 00 |

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED. | Total. | In Massachusetts. |
|--|-----------------|-------------------|
| Length of main line, | Miles. 4.650 | Miles. 4.650 |
| Length of side track, etc., | .440 | .440 |
| TOTAL LENGTH OF TRACK OWNED, | 5.090 | 5.090 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

MILFORD, FRANKLIN & PROVIDENCE RAILROAD COMPANY,

FRANKLIN, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Edgar K. Ray, *President*, Franklin, Mass. William F. Draper, *Vice-President*, Hopedale, Mass. Adelbert D. Thayer, *Treasurer*, Franklin, Mass. George W. Wiggin, *Clerk of Corporation*, Franklin, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Edgar K. Ray, Franklin, Mass. Adelbert D. Thayer, Franklin, Mass. William F. Draper, Hopedale, Mass. Eben S. Draper, Hopedale, Mass. George W. Wiggin, Franklin, Mass. J. B. Bancroft, Hopedale, Mass. George A. Draper, Hopedale, Mass. James F. Ray, Franklin, Mass. William A. Wyckoff, Franklin, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

EDGAR K. RAY,
JAMES F. RAY,
GEORGE W. WIGGIN,
ADELBERT D. THAYER,
Directors.
ADELBERT D. THAYER,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

NORFOLK, SS. FRANKLIN, Aug. 1, 1901. Then personally appeared the above-named Edgar K. Ray, James F. Ray, George W. Wiggin and Adelbert D. Thayer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WILLIAM A. WYCKOFF,
Justice of the Peace.

RETURN

OF THE

MILFORD & WOONSOCKET RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1901.

[Leased to and operated by the New York, New Haven & Hartford.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|---------------------|
| Rental received from lease of road, | \$4,200 00 |
| Expenses and charges upon income accrued during the year: | |
| Salaries and maintenance of organization, | \$102 79 |
| Interest on funded debt, | 3,000 00 |
| TOTAL EXPENSES AND CHARGES UPON INCOME, | 3,102 79 |
| NET DIVISIBLE INCOME, | \$1,097 21 |
| Dividends declared (1 per cent), | 1,486 00 |
| Deficit for the year ending June 30, 1901, | \$388 79 |
| Amount of deficit June 30, 1900, | 33,753 86 |
| TOTAL DEFICIT JUNE 30, 1901, | \$34,142 65 |
| GENERAL BALANCE SHEET, JUNE 30, 1901. | |
| ASSETS. | DR. |
| Cost of road, | \$173,381 13 |
| Cash, | 1,076 22 |
| Profit and loss balance (deficit), | 34,142 65 |
| TOTAL, | \$208,600 00 |
| LIABILITIES. | CR. |
| Capital stock, | \$148,600 00 |
| Funded debt, | 60,000 00 |
| TOTAL, | \$208,600 00 |
| CAPITAL STOCK. | |
| Capital stock authorized by law, | \$200,000 00 |
| Capital stock authorized by votes of company, | 148,600 00 |
| Capital stock issued and outstanding, | \$148,600 00 |
| Number of shares issued and outstanding, | 1,486 |
| Number of stockholders, | 34 |
| Number of stockholders in Massachusetts, | 29 |
| Amount of stock held in Massachusetts, | \$145,000 00 |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|-----------------------------|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage bonds, . . . | Per Cent. 5 | Dec. 1, 1908, . | \$60,000 00 | \$3,000 00 |

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED. | Total. | In Massachusetts. |
|--|------------------|-------------------|
| Length of main line, | Miles. 15.130 | Miles. 15.130 |
| Length of side track, etc., | 3.640 | 3.640 |
| TOTAL LENGTH OF TRACK OWNED, | 18.770 | 18.770 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

MILFORD & WOONSOCKET RAILROAD COMPANY,

MILFORD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

William F. Draper, *President*, Hopedale, Mass. James E. Walker, *Treasurer and Clerk of Corporation*, Milford, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

William F. Draper, Hopedale, Mass. Charles F. Claflin, Milford, Mass.
John P. Daniels, Milford, Mass. Eben S. Draper, Hopedale, Mass. George A. Draper, Hopedale, Mass. Edgar K. Ray, Franklin, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

WILLIAM F. DRAPER,
CHAS. F. CLAFLIN,
JOHN P. DANIELS,
EBEN S. DRAPER,
Directors.
JAMES E. WALKER,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. SEPT. 3, 1901. Then personally appeared the above-named William F. Draper, Charles F. Claflin, John P. Daniels, Eben S. Draper and James E. Walker, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JESSE A. TAFT,
Justice of the Peace.

RETURN

OF THE

TRUSTEE FOR THE BONDHOLDERS OF THE NANTASKET BEACH RAILROAD

FOR THE YEAR ENDING JUNE 30, 1901.

[Leased to and operated by the New York, New Haven & Hartford.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|--------------|
| Rental received from lease of road (coupons presented to New York, New Haven & Hartford R.R. Company and paid), | \$6,250 00 |
| Expenses and charges upon income accrued during the year: interest on funded debt, | \$6,250 00 |
| GENERAL BALANCE SHEET JUNE 30, 1901. | |
| ASSETS. | DR. |
| Cost of road, | \$250,000 00 |
| TOTAL, | \$250,000 00 |
| LIABILITIES. | CR. |
| Funded debt, | \$250,000 00 |
| TOTAL, | \$250,000 00 |

DESCRIPTION OF RAILROAD OWNED

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED. | Total. | In Massa- chusetts. |
|--|-----------------|------------------------|
| Length of main line, | Miles. 6.950 | Miles. 6.950 |
| Length of second track, | 6.880 | 6.880 |
| Length of side track, etc, | 4.500 | 4.500 |
| TOTAL LENGTH OF TRACK OWNED, | 18.330 | 18.330 |

NAME AND ADDRESS OF THE TRUSTEE.

ARTHUR W. MOORS, 111 DEVONSHIRE STREET, BOSTON, MASS.,

Trustee for the Bondholders of the Nantasket Beach Railroad.

I hereby certify that the statements contained in the foregoing return are full, just and true.

ARTHUR W. MOORS,

Trustee.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Oct. 8, 1901. Then personally appeared the above-named Arthur W. Moors, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

GEORGE W. KEENE,

Notary Public.

RETURN

OF THE

NANTUCKET CENTRAL RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1901.

[A narrow-gauge railroad.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|------------|
| Gross earnings from operation, | \$4,288 25 |
| Operating expenses, | 3,010 10 |
| NET EARNINGS FROM OPERATION, | \$1,278 15 |
| Charges upon income accrued during the year: | |
| Interest on funded debt, | \$1,020 00 |
| Taxes, | 28 15 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 1,048 15 |
| Surplus for the year ending June 30, 1901, | \$230 00 |
| Amount of deficit June 30, 1900, | 2,060 00 |
| TOTAL DEFICIT JUNE 30, 1901, | \$1,830 00 |
| EARNINGS FROM OPERATION. | |
| Passenger service: | |
| Gross receipts from passengers, | \$3,458 00 |
| From mails, | 60 44 |
| From express, | 769 81 |
| GROSS EARNINGS FROM OPERATION, | \$4,288 25 |
| EXPENSES OF OPERATION. | |
| Maintenance of way and structures: repairs of roadway, | \$1,114 89 |
| Maintenance of equipment: | |
| Repairs and renewals of locomotives, | \$139 04 |
| Repairs and renewals of passenger cars, | 125 90 |
| TOTAL, | \$264 94 |

| | | |
|--|--|------------|
| Conducting transportation : | | |
| Superintendence, | | \$16 50 |
| Engine and roundhouse men, | | 549 93 |
| Fuel for locomotives, | | 435 47 |
| Water supply for locomotives, | | 35 00 |
| Oil, tallow and waste for locomotives, | | 40 90 |
| Train service, | | 216 13 |
| Switchmen, flagmen and watchmen, | | 182 80 |
| Station service, | | 98 58 |
| Station supplies, | | 54 96 |
| TOTAL, | | \$1,630 27 |
| Recapitulation : | | |
| Maintenance of way and structures, | | \$1,114 89 |
| Maintenance of equipment, | | 264 94 |
| Conducting transportation, | | 1,630 27 |
| TOTAL OPERATING EXPENSES, | | \$3,010 10 |

GENERAL BALANCE SHEET, JUNE 30, 1901.

| ASSETS. | | Dr. |
|--|--|-------------|
| Cost of road and equipment, | | \$35,000 00 |
| Profit and loss balance (deficit), | | 1,830 00 |
| TOTAL, | | \$36,830 00 |
| LIABILITIES. | | Cr. |
| Capital stock, | | \$18,000 00 |
| Funded debt, | | 17,000 00 |
| Current liabilities: matured interest coupons unpaid (including coupons due July 1), | | 1,830 00 |
| TOTAL, | | \$36,830 00 |

CAPITAL STOCK.

| | | |
|---|-------------|-------------|
| Capital stock authorized by law, | \$18,000 00 | |
| Capital stock authorized by votes of company, | 18,000 00 | |
| Capital stock issued and outstanding, | | \$18,000 00 |
| Number of shares issued and outstanding, | 180 | |
| Number of stockholders, | 5 | |
| Number of stockholders in Massachusetts, | 5 | |
| Amount of stock held in Massachusetts, | \$18,000 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|---------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage bonds, | Per Cent. 6 | Feb. 1, 1906, | \$17,000 00 | \$1,250 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|--------------|
| Passenger traffic: | |
| Number of passengers carried paying revenue, | 9,590 |
| Number of passengers carried one mile, | 81,515 |
| Number of passengers carried one mile per mile of road operated, | 9,590 |
| Average length of journey per passenger, | 8.500 miles. |
| Average amount received per passenger per mile carried, | 4.240 cents. |
| Passenger earnings (gross) per mile of road operated, | \$406 82.300 |
| Passenger earnings (gross) per passenger-train mile run, | 52 37.000 |
| Train mileage: | |
| Miles run by passenger trains, | 6,500 |
| Total train mileage, | 6,500 |
| Fares and freights: | |
| Average rate of fare per mile received for local and trip tickets, | 4.400 cents. |
| Employees: | |
| Average number of persons employed, | 16 |

DESCRIPTION OF RAILROAD OWNED AND OPERATED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED AND OPERATED. | Total. | In Massachusetts. |
|--|-----------------|-------------------|
| Length of main line, | Miles. 8.500 | Miles. 8.500 |
| Length of side track, etc., | .200 | .200 |
| TOTAL LENGTH OF TRACK OWNED, | 8.700 | 8.700 |

DESCRIPTION OF EQUIPMENT.

| ROLLING STOCK. | Number Owned. | Average Weight. | Equipped with Automatic Couplers. | Name of Coupler Used. |
|---|---------------|-----------------|-----------------------------------|-----------------------|
| LOCOMOTIVES. | | | | |
| Passenger, | 2 | Lbs. 36,000 | - | - |
| CARS — PASSENGER SERVICE. | | | | |
| Passenger cars, | 3 | - | 3 | Miller. |
| Baggage, express and mail cars, | 1 | - | - | - |
| TOTAL, | 4 | - | 3 | - |
| CARS — FREIGHT SERVICE. | | | | |
| Flat cars, | 3 | - | - | - |
| CARS — COMPANY'S SERVICE. | | | | |
| Gravel cars, | 1 | - | - | - |

RAILROAD CROSSINGS IN MASSACHUSETTS.

| <i>Crossings with Highways.</i> | |
|---|---|
| Number of crossings of company's railroad with highways at grade, | 5 |
| Number of highway grade crossings protected by flagmen, . | 5 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NANTUCKET CENTRAL RAILROAD COMPANY,
10 TREMONT STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Henry S. Milton, *President*, 10 Tremont Street, Boston, Mass. D. L. Weeks, *Treasurer, General Manager, General Traffic Manager, General Passenger Agent, General Freight Agent and Superintendent*, Waltham, Mass. Melvin M. Johnson, *Clerk of Corporation*, 53 Tremont Street, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Henry S. Milton, Waltham, Mass. Byron B. Johnson, Waltham, Mass. George R. Taber, Waltham, Mass. Delmont L. Weeks, Waltham, Mass. Benj. W. Gilbert, Newton, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

DELMONT L. WEEKS,
GEO R. TABER,
HENRY S. MILTON,
Directors.
D. L. WEEKS,
Treasurer.
D. L. WEEKS,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. OCT. 9, 1901. Then personally appeared the above-named Delmont L. Weeks, George R. Taber and Henry S. Milton, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRED'K A. P. FISKE,
Justice of the Peace.

RETURN

OF THE

NASHUA, ACTON & BOSTON RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1901.

[Leased to and operated by the Boston & Maine.]

| GENERAL BALANCE SHEET JUNE 30, 1901. | | | | |
|---|-----------|-------|-------------|----|
| ASSETS. | | | Dr. | |
| Cost of road and equipment, | | | \$1,057,031 | 20 |
| Due from solvent companies and individuals, | | | 6,257 | 41 |
| Profit and loss balance (deficit), | | | 646,694 | 29 |
| TOTAL, | | | \$1,709,982 | 90 |
| LIABILITIES. | | | Cr. | |
| Capital stock, | | | \$500,000 | 00 |
| Funded debt, | | | 500,000 | 00 |
| Current liabilities: | | | | |
| Loans and notes payable, | \$105,509 | 90 | | |
| Matured interest coupons unpaid (including coupons due October 1, 1894), | 604,473 | 00 | | |
| TOTAL CURRENT LIABILITIES, | | | 709,982 | 90 |
| TOTAL, | | | \$1,709,982 | 90 |
| CAPITAL STOCK. | | | | |
| Capital stock authorized by law, | \$600,000 | 00 | | |
| Capital stock authorized by votes of company, | 500,000 | 00 | | |
| Capital stock issued and outstanding, | | | \$500,000 | 00 |
| Number of shares issued and outstanding, | | 5,000 | | |
| Number of stockholders, | | 144 | | |
| Number of stockholders in Massachusetts, | | 81 | | |
| Amount of stock held in Massachusetts, | \$55,800 | 00 | | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|---------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage bonds, | Per Cent. 6 | Oct. 1, 1894, . | \$500,000 00 | - |

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED. | Total. | In Massachusetts. |
|--|------------------|-------------------|
| Length of main line, | Miles. 20.120 | Miles. 15.140 |
| Length of side track, etc., | 5.260 | 2.840 |
| TOTAL LENGTH OF TRACK OWNED, | 25.380 | 17.980 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NASHUA, ACTON & BOSTON RAILROAD COMPANY,
CONCORD, N. H.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Benjamin A. Kimball, *President*, Concord, N. H. John F. Webster, *Treasurer and Clerk of Corporation*, Concord, N. H.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Benjamin A. Kimball, Concord, N. H. Frank S. Streeter, Concord, N. H.
Henry A. Kimball, Concord, N. H. John F. Webster, Concord, N. H. Harry
H. Dudley, Concord, N. H. Joseph W. Fellows, Manchester, N. H. Herman
F. Straw, Manchester, N. H. Charles T. Means, Manchester, N. H.

We hereby certify that the statements contained in the foregoing return are full, just and true.

BENJAMIN A. KIMBALL,
HENRY A. KIMBALL,
JOHN F. WEBSTER,
HARRY H. DUDLEY,
Directors.
JOHN F. WEBSTER,
Treasurer.

STATE OF NEW HAMPSHIRE.

MERRIMACK, SS. SEPT. 4, 1901. Then personally appeared the above-named Benjamin A. Kimball, Henry A. Kimball, and Harry H. Dudley, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JOHN F. WEBSTER,
Justice of the Peace.

Then personally appeared the above-named John F. Webster, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

GEORGE E. SHEPARD,
Notary Public.

RETURN

OF THE

NASHUA & LOWELL RAILROAD CORPORATION

FOR THE YEAR ENDING JUNE 30, 1901.

[Leased to and operated by the Boston & Maine.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|--------------|
| Rental received from lease of road, | \$73,000 00 |
| Dividends received on stocks owned: Boston & Maine Railroad, | 1,572 00 |
| Interest received on note owned: Boston & Lowell Railroad, | 2,500 00 |
| Income from other sources: | |
| Office rent, | \$60 00 |
| Interest, | 263 22 |
| | 323 22 |
| GROSS INCOME, | \$77,395 22 |
| Expenses and charges upon income accrued during the year: | |
| Salaries and maintenance of organization, | \$1,904 71 |
| Interest on funded debt, | 2,500 00 |
| | 4,404 71 |
| TOTAL EXPENSES AND CHARGES UPON INCOME, | 4,404 71 |
| NET DIVISIBLE INCOME, | \$72,990 51 |
| Dividends declared (9 per cent), | 72,000 00 |
| Surplus for the year ending June 30, 1901, | \$990 51 |
| Amount of surplus June 30, 1900, | 158,407 06 |
| TOTAL SURPLUS JUNE 30, 1901, | \$159,397 57 |
| GENERAL BALANCE SHEET JUNE 30, 1901. | |
| ASSETS. | DR. |
| Cost of road, | \$684,242 07 |
| Cost of equipment, | 218,242 95 |
| TOTAL PERMANENT INVESTMENTS, | \$902,485 02 |
| Cash, | \$6,006 30 |
| Bills receivable and stock, | 52,706 25 |
| TOTAL CASH AND CURRENT ASSETS, | 58,712 55 |
| TOTAL, | \$961,197 57 |

| LIABILITIES. | | Cr. | |
|---|--------------|-----|--------------|
| Capital stock, | | | \$800,000 00 |
| Current liabilities: | | | |
| Dividends not called for, | \$1,788 00 | | |
| Matured interest coupons unpaid, | 12 00 | | |
| TOTAL CURRENT LIABILITIES, | | | 1,800 00 |
| Profit and loss balance (surplus), | | | 159,397 57 |
| TOTAL, | | | \$961,197 57 |
| | | | |
| CAPITAL STOCK. | | | |
| Capital stock authorized by law, | \$800,000 00 | | |
| Capital stock authorized by votes of company, | 800,000 00 | | |
| Capital stock issued and outstanding, | | | \$800,000 00 |
| Number of shares issued and outstanding, | 8,000 | | |
| Number of stockholders, | 390 | | |
| Number of stockholders in Massachusetts, | 211 | | |
| Amount of stock held in Massachusetts, | \$545,900 00 | | |

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED. | Total. | In Massa- chusetts. |
|--|------------------|------------------------|
| Length of main line, | Miles. 14.500 | Miles. 9.250 |
| Length of second track, | 14.500 | 9.250 |
| Length of side track, etc., | 12.810 | 7.920 |
| TOTAL LENGTH OF TRACK OWNED, | 41.810 | 26.420 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NASHUA & LOWELL RAILROAD CORPORATION,

50 STATE STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Francis A. Brooks, *President*, 31 Milk Street, Boston, Mass. John Brooks, *Treasurer*, 50 State Street, Boston, Mass. Walter A. Lovering, *Clerk of Corporation*, Nashua, N. H.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Francis A. Brooks, Boston, Mass. Alfred S. Hall, Winchester, Mass. David P. Kimball, Boston, Mass. Edward A. Newell, Wilton, N. H. John Brooks, Cambridge, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

FRANCIS A. BROOKS,
ALFRED S. HALL,
JOHN BROOKS, *Directors.*
JOHN BROOKS, *Treasurer.*

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. SEPT. 12, 1901. Then personally appeared the above-named Francis A. Brooks, Alfred S. Hall and John Brooks, directors, and John Brooks, the treasurer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

EDW. SULLIVAN,
Justice of the Peace.

RETURN OF THE NEWBURYPORT RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1901.

[Leased to and operated by the Boston & Maine. Its operations are included in the return of that road, being so intimately connected that separate accounts are not kept.]

| GENERAL BALANCE SHEET JUNE 30, 1901. | | | | |
|---|--|-----------|-----------|----|
| ASSETS. | | | DR. | |
| Cost of road, | | | \$597,386 | 32 |
| TOTAL, | | | \$597,386 | 32 |
| LIABILITIES. | | | CR. | |
| Capital stock, | | | \$220,340 | 02 |
| Funded debt, | | | 300,000 | 00 |
| Profit and loss balance (surplus), | | | 77,046 | 30 |
| TOTAL, | | | \$597,386 | 32 |
| CAPITAL STOCK. | | | | |
| Capital stock authorized by law, | | \$430,000 | 00 | |
| Capital stock authorized by votes of company, | | 202,100 | 00 | |
| Capital stock issued and outstanding, | | | \$200,900 | 00 |
| Amount paid in on shares not yet issued, | | | 19,440 | 02 |
| TOTAL CAPITAL STOCK LIABILITY, | | | \$220,340 | 02 |
| Number of shares issued and outstanding, | | 2,009 | | |
| Number of stockholders, | | 290 | | |
| Number of stockholders in Massachusetts, | | 288 | | |
| Amount of stock held in Massachusetts, | | \$183,300 | 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|---------------------------|-------------------|-------------------|---------------------|--------------------------------|
| | Per Cent. | | | |
| Mortgage bonds, | 6 | Nov. 15, 1852, | \$3,900 00 | - |
| Mortgage bonds, | 6 | Oct. 16, 1854, | 30,200 00 | - |
| Mortgage bonds, | 6 | Dec. 15, 1857, | 113,100 00 | - |
| Mortgage bonds, | 6 | Mar. 1, 1870, | 298,600 00 | - |
| TOTALS, | | | \$445,800 00* | - |

* All of which are owned by the Boston & Maine Railroad and for which the liability of the Newburyport Railroad Company at the termination of the lease is \$300,000.

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED. | Total. | In Massa- chusetts. |
|--|------------------|------------------------|
| Length of main line, | Miles. 26.980 | Miles. 26.980 |
| Length of side track, etc, | 4.740 | 4.740 |
| TOTAL LENGTH OF TRACK OWNED, | 31.720 | 31.720 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NEWBURYPORT RAILROAD COMPANY,

BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Lucius Tuttle, *President*, Boston, Mass. Herbert E. Fisher, *Treasurer*, Boston, Mass. William B. Lawrence, *Clerk of Corporation*, Boston, Mass. William J. Hobbs, *Auditor*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Lucius Tuttle, Boston, Mass. Samuel C. Lawrence, Medford, Mass. Walter Hunnewell, Wellesley, Mass. Henry M. Whitney, Brookline, Mass. Henry R. Reed, Boston, Mass. Joseph H. White, Brookline, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

LUCIUS TUTTLE,
JOSEPH H. WHITE,
HENRY R. REED,
WALTER HUNNEWELL,
Directors.
HERBERT E. FISHER,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Sept. 12, 1901. Then personally appeared the above-named Lucius Tuttle, Joseph H. White, Henry R. Reed, Walter Hunnewell and Herbert E. Fisher, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WILLIAM B. LAWRENCE,
Justice of the Peace.

RETURN

OF THE

NEW ENGLAND RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1901.

[Leased to and operated by the New York, New Haven & Hartford.]

GENERAL EXHIBIT FOR THE YEAR.

| | |
|---|----------------|
| Rental received from lease of road, | \$1,120,000 00 |
| Expenses and charges upon income accrued during the year: interest on funded debt, | 970,000 00 |
| NET DIVISIBLE INCOME, | \$150,000 00 |
| Dividends declared (3 per cent on preferred stock), . . . | \$150,000 00 |
| Amount of deficit June 30, 1900, | \$351,550 99 |
| TOTAL DEFICIT JUNE 30, 1901, | \$351,550 99 |

GENERAL BALANCE SHEET JUNE 30, 1901.

| ASSETS. | DR. |
|--|-----------------|
| Cost of road, | \$26,381,583 28 |
| Cost of equipment (appraised value), | 2,416,608 87 |
| Underlying liens, being mortgages of the New York & New England Railroad Company, | 11,500,000 00 |
| TOTAL PERMANENT INVESTMENTS, | \$40,298,192 15 |
| Sinking and other special funds, | \$655 00 |
| Other cash assets, | 886,214 08 |
| TOTAL CASH AND CURRENT ASSETS, | 886,869 08 |
| Profit and loss balance (deficit), | 351,550 99 |
| TOTAL, | \$41,536,612 22 |
| LIABILITIES. | CR. |
| Capital stock, common, | \$20,000,000 00 |
| Capital stock, preferred, | 5,000,000 00 |
| TOTAL CAPITAL STOCK, | \$25,000,000 00 |

| | | |
|---|-----------------|-----------------|
| Funded debt, | | \$5,000,000 00 |
| Mortgage debt of the New York & New England Railroad Company, | | 11,500,000 00 |
| Current liabilities: | | |
| Matured interest coupons unpaid (including coupons due July 1), | \$655 00 | |
| Miscellaneous current liabilities: Norwich & New York Transportation Company, | 35,957 22 | |
| | | |
| TOTAL CURRENT LIABILITIES, | | 36,612 22 |
| | | |
| TOTAL, | | \$41,536,612 22 |
| <hr/> | | |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, common, | \$20,000,000 00 | |
| Capital stock authorized by law, preferred, | 5,000,000 00 | |
| | | |
| Total capital stock authorized by law, | \$25,000,000 00 | |
| Capital stock authorized by votes of company, common, | \$20,000,000 00 | |
| Capital stock authorized by votes of company, preferred, | 5,000,000 00 | |
| | | |
| Total capital stock authorized by vote, | \$25,000,000 00 | |
| Capital stock issued and outstanding, common, | | \$20,000,000 00 |
| Capital stock issued and outstanding, preferred, | | 5,000,000 00 |
| | | |
| Total capital stock outstanding, | | \$25,000,000 00 |
| Number of shares issued and outstanding, common, | 200,000 | |
| Number of shares issued and outstanding, preferred, | 50,000 | |
| Total number of shares outstanding, | 250,000 | |
| Number of stockholders, common, | 23 | |
| Number of stockholders, preferred, | 28 | |
| Total number of stockholders, | 51 | |
| Number of stockholders in Massachusetts, common, | 8 | |
| Number of stockholders in Massachusetts, preferred, | 18 | |
| Total stockholders in Massachusetts, | 26 | |
| Amount of stock held in Massachusetts, common, | \$18,900 00 | |
| Amount of stock held in Massachusetts, preferred, | 36,100 00 | |
| | | |
| Total stock held in Massachusetts, | \$55,000 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|------------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| Consolidated mortgage bonds, . . . | Per Cent. 5 | July 1, 1945, | \$5,000,000 00 | \$250,000 00 |

Mortgage Debt of the New York & New England Railroad Company.

| | | | | |
|---------------------------------------|-------|---------------|-----------------|--------------|
| First mortgage bonds, . . . | 7 | Jan. 1, 1905, | \$6,000,000 00 | \$420,000 00 |
| First mortgage bonds, . . . | 6 | Jan. 1, 1905, | 4,000,000 00 | 240,000 00 |
| Boston terminal first mortgage bonds, | 4 | Apr. 1, 1939, | 1,500,000 00 | 60,000 00 |
| TOTALS, | . . . | | \$11,500,000 00 | \$720,000 00 |

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED. | Total. | In Massachusetts. |
|--|-------------------|-------------------|
| Length of main line, | Miles. 215.270 | Miles. 50.630 |
| Length of branch line, | 143.890 | 52.320 |
| TOTAL LENGTH OF LINE OWNED, | 359.160 | 102.950 |
| Length of second track, | 117.670 | 51.670 |
| Length of side track, etc., | 196.170 | 76.630 |
| TOTAL LENGTH OF TRACK OWNED, | 673.000 | 231.250 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NEW ENGLAND RAILROAD COMPANY,

BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John M. Hall, *President*, New Haven, Conn. Edward D. Robbins, *Vice-President*, Hartford, Conn. George B. Phippen, *Treasurer*, Boston, Mass. James W. Perkins, *Secretary*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Royal C. Taft, Providence, R. I. John M. Hall, New Haven, Conn. Leverett Brainard, Hartford, Conn. Carlos French, Seymour, Conn. J. Pierpont Morgan, New York City, N. Y. Fayette S. Curtis, Boston, Mass. Edward D. Robbins, Hartford, Conn. Edward G. Buckland, Providence, R. I. Charles F. Brooker, Torrington, Conn. Henry S. Lee, Springfield, Mass. George J. Brush, New Haven, Conn.

We hereby certify that the statements contained in the foregoing return are full, just and true.

CHAS. F. BROOKER,
GEO. J. BRUSH,
HENRY S. LEE,
ROYAL C. TAFT,
JOHN M. HALL,
CARLOS FRENCH,
L. BRAINARD,

Directors.

GEO. B. PHIPPEN,
Treasurer.

W. E. CHAMBERLAIN,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. SEPT. 20, 1901. Then personally appeared the above-named Geo. B. Phippen, Treasurer, and W. E. Chamberlain, general manager, of the New England Railroad Company, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ALBERT W. MARTIN,
Justice of the Peace.

STATE OF NEW YORK.

CITY AND COUNTY OF NEW YORK, ss. SEPT. 21, 1901. Then personally appeared the above-named Chas. F. Brooker, Geo. J. Brush, Henry S. Lee, Royal C. Taft, John M. Hall, Carlos French and L. Brainard, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRANK E. HALL,
Notary Public No. 12, New York County.

RETURN

OF THE

NEW HAVEN & NORTHAMPTON COMPANY

FOR THE YEAR ENDING JUNE 30, 1901.

[Leased to and operated by the New York, New Haven & Hartford.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|----------------|
| Rental received from lease of road, | \$292,687 80 |
| Dividends received on stocks owned: Holyoke & Westfield Railroad, \$2,000; Southington Water Company, \$60; New York, New Haven & Hartford Railroad, \$140, | 2,200 00 |
| GROSS INCOME, | \$294,887 80 |
| Expenses and charges upon income accrued during the year: | |
| Salaries and maintenance of organization, | \$725 00 |
| Interest on funded debt, | 142,000 00 |
| Rentals paid Holyoke & Westfield Railroad, | 37,287 80 |
| Other expenses and charges upon income: contribution to sinking fund, | 15,000 00 |
| TOTAL EXPENSES AND CHARGES UPON INCOME, | 195,012 80 |
| NET DIVISIBLE INCOME, | \$99,875 00 |
| Dividends declared (4 per cent), | 98,400 00 |
| Surplus for the year ending June 30, 1901, | \$1,475 00 |
| Amount of surplus June 30, 1900, | 1,546,582 28 |
| TOTAL SURPLUS JUNE 30, 1901, | \$1,548,057 28 |

| GENERAL BALANCE SHEET JUNE 30, 1901. | |
|--|----------------|
| ASSETS. | DR. |
| Cost of road, | \$5,731,586 62 |
| Cost of equipment, | 850,430 62 |
| Stock of New York, New Haven & Hartford Railroad Co., | \$4,488 75 |
| Stock of Holyoke & Westfield Railroad Co., | 20,000 00 |
| Stock of Southington Water Co., | 1,000 00 |
| | 25,488 75 |
| TOTAL PERMANENT INVESTMENTS, | \$6,607,505 99 |
| Cash, | \$551 29 |
| Sinking and other special funds, | 330,000 00 |
| TOTAL CASH AND CURRENT ASSETS, | 330,551 29 |
| TOTAL, | \$6,938,057 28 |

| LIABILITIES. | | Cr. | |
|--|--|-----|-----------------------|
| Capital stock, | | | \$2,460,000 00 |
| Funded debt, | | | 2,600,000 00 |
| Sinking and other special funds for redemption of bonds, . | | | 330,000 00 |
| Profit and loss balance (surplus), | | | 1,548,057 28 |
| TOTAL, | | | \$6,938,057 28 |

| CAPITAL STOCK. | | | |
|---|----------------|--|----------------|
| Capital stock authorized by law, | \$5,000,000 00 | | |
| Capital stock authorized by votes of company, | 2,460,000 00 | | |
| Capital stock issued and outstanding, | | | \$2,460,000 00 |
| Number of shares issued and outstanding, | 24,600 | | |
| Number of stockholders, | 7 | | |
| Number of stockholders in Massachusetts, | 2 | | |
| Amount of stock held in Massachusetts, | \$200 00 | | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|---|-------------------|-------------------|-----------------------|--------------------------------|
| | Per Cent. | | | |
| Consolidated mortgage and sinking fund bonds, | 6 | April 1, 1909, | \$1,200,000 00 | \$72,000 00 |
| Northern extension bonds, | 5 | April 1, 1911, | 700,000 00 | 35,000 00 |
| Convertible bonds,* | 5 | July 1, 1904, | 700,000 00 | 35,000 00 |
| TOTALS, | | | \$2,600,000 00 | \$142,000 00 |

SINKING FUND.

| | |
|---|---------------------|
| Amount June 30, 1900, of consolidated bonds sinking fund, . | \$315,000 00 |
| Additions during the year to consolidated bonds sinking fund, . | 15,000 00 |
| TOTAL SINKING FUND JUNE 30, 1901, | \$330,000 00 |

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED. | Total. | In Massachusetts. |
|---|----------------|-------------------|
| | Miles. | Miles. |
| Length of main line, | 94.640 | 43.380 |
| Length of branch line, | 31.670 | 17.580 |
| TOTAL LENGTH OF LINE OWNED, | 126.310 | 60.960 |
| Length of side track, etc., | 52.950 | 27.190 |
| TOTAL LENGTH OF TRACK OWNED, | 179.260 | 88.150 |

* No mortgage, — convertible rights cancelled by agreement.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NEW HAVEN & NORTHAMPTON COMPANY,
NEW HAVEN, CONN.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles N. Yeamans, *President*, Westfield, Mass. John M. Hall, *Vice-President*, New Haven, Conn. Edward A. Ray, *Treasurer and Secretary*, New Haven, Conn.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles N. Yeamans, Westfield, Mass. George J. Brush, New Haven, Conn. Charles P. Clark (deceased). John M. Hall, New Haven, Conn. A. Heaton Robertson, New Haven, Conn. William E. Barnett, New Haven, Conn. Fayette S. Curtis, Boston, Mass. Samuel E. Merwin, New Haven, Conn. John C. Hammond, Northampton, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

CHAS. N. YEAMANS,
JOHN M. HALL,
FAYETTE S. CURTIS,
WM. E. BARNETT,
Directors.
EDWARD A. RAY,
Treasurer.

STATE OF CONNECTICUT.

NEW HAVEN COUNTY, ss. NEW HAVEN, Sept. 14, 1901. Then personally appeared the above-named Charles N. Yeamans, John M. Hall, Wm. E. Barnett and Edward A. Ray, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

AVERY CLARK,
Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Sept. 16, 1901. Then personally appeared the above-named Fayette S. Curtis, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

ALBERT W. MARTIN,
Justice of the Peace.

RETURN

OF THE

NEW LONDON NORTHERN RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1901.

[Leased to and operated by the Central Vermont.]

| GENERAL EXHIBIT FOR THE YEAR (LESSOR'S ACCOUNT). | |
|--|--------------|
| Rental received from lease of road, | \$215,892 30 |
| Interest, | 362 99 |
| GROSS INCOME, | \$216,255 29 |
| Charges upon income accrued during the year: | |
| Interest on funded debt, | \$68,120 00 |
| Interest and discount on unfunded debts and loans, | 1,200 00 |
| Salaries and maintenance of organization, | 4,573 13 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 73,893 13 |
| NET DIVISIBLE INCOME, | \$142,362 16 |
| Dividends declared during the year payable on— | |
| July, 1900, 2½ per cent on \$1,500,000, | \$33,750 00 |
| October, 1900, 2½ per cent on \$1,500,000, | 33,750 00 |
| January, 1901, 2½ per cent on \$1,500,000, | 33,750 00 |
| April, 1901, 2½ per cent on \$1,500,000, | 33,750 00 |
| TOTAL DIVIDENDS DECLARED, | \$135,000 00 |
| Surplus for the year ending June 30, 1901, | \$7,362 16 |
| Amount of surplus June 30, 1900, | 498,054 34 |
| TOTAL SURPLUS JUNE 30, 1901, | \$505,416 50 |
| GENERAL EXHIBIT FOR THE YEAR (LESSEE'S ACCOUNT). | |
| Gross earnings from operation, | \$902,087 45 |
| Operating expenses, | 795,096 66 |
| NET EARNINGS FROM OPERATION, | \$106,990 79 |

| | | |
|--|-------------|--------------|
| Charges upon income accrued during the year : | | |
| Taxes, | \$52,804 00 | |
| Rentals of leased roads, | 206,292 29 | |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . | | \$259,096 29 |
| Deficit for the year ending June 30, 1901, | | \$152,105 50 |

EARNINGS FROM OPERATION (LESSEE'S ACCOUNT).

| DEPARTMENT OF SERVICE. | Gross Receipts. | Deductions. | Earnings. |
|---|-----------------|-------------|--------------|
| Passenger service : | | | |
| Gross receipts from passengers, | \$197,542 23 | | |
| Deductions : | | | |
| Tickets redeemed, | | \$261 55 | |
| Excess fares refunded, | | 2,025 55 | |
| Total deductions, | | \$2,287 10 | |
| NET REVENUE FROM PASSENGERS, | | | \$195,255 13 |
| From mails, | \$17,817 95 | | |
| From express, | 16,826 28 | | |
| From extra baggage and storage, | 2,188 07 | | |
| | | | 36,832 30 |
| TOTAL EARNINGS, PASSENGER SERVICE, | | | \$232,087 43 |
| Freight service : | | | |
| Gross receipts from freight, | \$665,729 25 | | |
| Deductions : | | | |
| Overcharge to shippers, | | \$12,190 19 | |
| TOTAL EARNINGS, FREIGHT SERVICE, | | | 653,539 06 |
| TOTAL PASSENGER AND FREIGHT EARNINGS, | | | \$885,626 49 |
| Other earnings from operation, | | | 16,460 96 |
| GROSS EARNINGS FROM OPERATION, | | | \$902,087 45 |

EXPENSES OF OPERATION (LESSEE'S ACCOUNT).

| | |
|--|-------------|
| General expenses : | |
| Salaries of general officers, | \$5,591 93 |
| Salaries of clerks and attendants, | 12,759 88 |
| General office expenses and supplies, | 1,842 39 |
| Insurance, | 2,756 54 |
| Law expenses, | 3,638 70 |
| Stationery and printing (general offices), | 1,062 95 |
| Other general expenses, | 290 24 |
| TOTAL, | \$27,942 63 |
| Maintenance of way and structures : | |
| Repairs of roadway, | \$52,106 44 |
| Renewals of rails, | 9,920 00 |
| Renewals of ties, | 7,509 80 |

| | |
|--|---------------------|
| Maintenance of way and structures — <i>Concluded.</i> | |
| Repairs and renewals of bridges and culverts, | \$11,419 36 |
| Repairs and renewals of fences, road crossings, signs and cattle guards, | 1,677 45 |
| Repairs and renewals of buildings and fixtures, | 11,175 68 |
| Repairs and renewals of docks and wharves, | 3,445 12 |
| Repairs and renewals of telegraph, | 346 54 |
| Stationery and printing, | 141 68 |
| Other expenses of maintaining way and structures, | 1 58 |
| TOTAL, | \$97,743 65 |
| Maintenance of equipment: | |
| Superintendence, | \$5,973 20 |
| Repairs and renewals of locomotives, | 10,315 77 |
| Repairs and renewals of passenger cars, | 9,483 33 |
| Repairs and renewals of freight cars, | 12,244 17 |
| Repairs and renewals of work cars, | 134 87 |
| Repairs and renewals of shop machinery and tools, | 659 34 |
| Stationery and printing, | 276 40 |
| Other expenses of maintaining equipment, | 1,687 48 |
| TOTAL, | \$40,774 56 |
| Conducting transportation: | |
| Superintendence, | \$11,674 10 |
| Engine and roundhouse men, | 49,717 60 |
| Fuel for locomotives, | 112,962 74 |
| Water supply for locomotives, | 4,441 70 |
| Oil, tallow and waste for locomotives, | 3,005 34 |
| Other supplies for locomotives, | 585 97 |
| Train service, | 42,407 94 |
| Train supplies and expenses, | 9,463 25 |
| Switchmen, flagmen and watchmen, | 20,313 37 |
| Telegraph expenses, | 15,138 93 |
| Station service, | 212,066 39 |
| Station supplies, | 8,781 65 |
| Car mileage — balance, | 43,141 13 |
| Hire of equipment, | 22,392 92 |
| Loss and damage, | 16,227 35 |
| Injuries to persons, | 6,543 60 |
| Clearing wrecks, | 1,469 71 |
| Advertising, | 2,258 00 |
| Outside agencies, | 14,079 64 |
| Commissions, | 1,754 32 |
| Rentals of buildings and other property, | 23,653 86 |
| Stationery and printing, | 6,493 42 |
| Other expenses of conducting transportation, | 62 89 |
| TOTAL, | \$628,635 82 |
| Recapitulation: | |
| General expenses, | \$27,942 63 |
| Maintenance of way and structures, | 97,743 65 |
| Maintenance of equipment, | 40,774 56 |
| Conducting transportation, | 628,635 82 |
| TOTAL OPERATING EXPENSES, | \$795,096 66 |
| Percentage of operating expenses to gross earnings, | 88.14 |

GENERAL BALANCE SHEET JUNE 30, 1901 (LESSOR'S ACCOUNT).

| ASSETS. | | Dr. | |
|---|-------------|-----|----------------|
| Cost of road, | | | \$3,074,935 01 |
| Cost of equipment, | | | 248,420 44 |
| Bonds of Brattleboro & Whitehall Railroad, | | | 150,000 00 |
| Other permanent property: steamboat property, | | | 5,000 00 |
| TOTAL PERMANENT INVESTMENTS, | | | \$3,478,355 45 |
| Cash, | \$53,959 34 | | |
| Due from solvent companies and individuals, | 5,892 30 | | |
| TOTAL CASH AND CURRENT ASSETS, | | | 59,851 64 |
| TOTAL, | | | \$3,538,207 09 |
| LIABILITIES. | | Cr. | |
| Capital stock, | | | \$1,500,000 00 |
| Funded debt, | | | 1,500,000 00 |
| Current liabilities: | | | |
| Loans and notes payable, | \$30,000 00 | | |
| Dividends not called for, | 2,331 25 | | |
| Matured interest coupons unpaid, | 459 34 | | |
| TOTAL CURRENT LIABILITIES, | | | 32,790 59 |
| Profit and loss balance (surplus), | | | 505,416 50 |
| TOTAL, | | | \$3,538,207 09 |

PROPERTY ACCOUNTS (LESSOR'S ACCOUNT).

| | |
|--|---------|
| Addition to construction account: Palmertown siding, | \$15 00 |
|--|---------|

CAPITAL STOCK (LESSOR'S ACCOUNT).

| | | |
|---|----------------|----------------|
| Capital stock authorized by law, | \$2,000,000 00 | |
| Capital stock authorized by votes of company, | 1,500,000 00 | |
| Capital stock issued and outstanding, | | \$1,500,000 00 |
| Number of shares issued and outstanding, | 15,000 00 | |
| Number of stockholders, | 379 | |
| Number of stockholders in Massachusetts, | 170 | |
| Amount of stock held in Massachusetts, | \$621,400 00 | |

FUNDED DEBT (LESSOR'S ACCOUNT).

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|-------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| | Per Cent. | | | |
| Consolidated bonds, | 5 | 1910, | \$812,000 00 | \$40,600 00 |
| Consolidated bonds, | 4 | 1910, | 688,000 00 | 27,520 00 |
| TOTALS, | | | \$1,500,000 00 | \$68,120 00 |

VOLUME OF TRAFFIC, ETC. (LESSEE'S ACCOUNT).

| | |
|--|----------------|
| Passenger traffic: | |
| Number of passengers carried paying revenue, | 503,932 |
| Number of passengers carried one mile, | 8,789,175 |
| Number of passengers carried one mile per mile of road operated, | 71.167 |
| Average length of journey per passenger, | 17.440 miles. |
| Average amount received per passenger per mile carried, | 2.222 cents. |
| Passenger earnings (gross) per mile of road operated, | \$1,879 25.000 |
| Passenger earnings (gross) per passenger-train mile run, | 80.354 |
| Freight traffic: | |
| Number of tons of freight hauled earning revenue, | 1,082,057 |
| Number of tons of freight hauled one mile, | 48,432,001 |
| Number of tons of freight hauled one mile per mile of road operated, | 392,161 |
| Average length of haul per ton, | 44.760 miles. |
| Average amount received per ton per mile hauled, | 1.349 cents. |
| Freight earnings (gross) per mile of road operated, | \$5,291 81.000 |
| Freight earnings (gross) per freight-train mile run, | 1 58 765 |
| Operating expenses: | |
| Operating expenses per mile of road operated, | 6,438 03 000 |
| Operating expenses per revenue-train mile run, | 1 13 507 |
| Train mileage: | |
| Miles run by passenger trains, | 288,832 |
| Miles run by freight trains, | 411,637 |
| Total mileage of trains earning revenue, | 700,469 |
| Miles run by switching trains, | 203,350 |
| Total train mileage, | 903,819 |
| Fares and freights: | |
| Average rate of fare per mile received for local and trip tickets, | 2.960 cents. |
| Average rate of fare per mile received for mileage tickets, | 2.000 " |
| Average rate of fare per mile received for time and commutation tickets, | 1.210 " |
| Average rate of fare per mile received for interline tickets, | 2.080 " |
| Employees: | |
| Average number of persons employed, | 681 |

DESCRIPTION OF RAILROAD OWNED AND OPERATED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED (LESSOR'S ACCOUNT). | Total. | In Massachusetts. |
|---|-------------------|-------------------|
| Length of main line, | Miles. 121.000 | Miles. 54.900 |
| Length of side track, etc., | 20.700 | 10.500 |
| TOTAL LENGTH OF TRACK OWNED, | 141.700 | 65.400 |
| RAILROAD OPERATED (LESSEE'S ACCOUNT). | | |
| Length of main line, | 121.000 | 54.900 |
| Length of side track, etc., | 20.700 | 10.500 |
| TOTAL LENGTH OF TRACK OPERATED, | 141.700 | 65.400 |

DESCRIPTION OF EQUIPMENT (LESSEE'S ACCOUNT).

| ROLLING STOCK. | Total Leased. | Equipped with Power Driving-wheel Brakes. | Maximum Weight. | Average Weight. | Equipped with Power Train Brakes. | Equipped with Automatic Couplers. | Name of Coupler Used. |
|------------------------------------|---------------|---|-----------------|-----------------|-----------------------------------|-----------------------------------|-----------------------------------|
| LOCOMOTIVES. | | | | | | | |
| Passenger, | 5 | 3 | Lbs. 140,000 | Lbs. 134,000 | - | - | - |
| Freight, | 10 | 10 | 184,000 | 170,000 | - | - | - |
| Switching, etc., | 1 | 1 | 118,000 | 118,000 | - | - | - |
| TOTAL, | 16 | 14 | - | - | - | - | - |
| CARS—PASSENGER SERVICE. | | | | | | | |
| Passenger cars, | 5 | - | - | - | 5 | 5 | Tower. |
| Combination cars, | 8 | - | - | - | 8 | 8 | Tower. |
| Baggage, express and mail cars, . | 3 | - | - | - | 3 | 3 | Miller. |
| Other cars in passenger service, . | 6 | - | - | - | 6 | 6 | 1 Gould. 3 Miller. 2 Tower. |
| TOTAL, | 22 | - | - | - | 22 | 22 | - |
| CARS—FREIGHT SERVICE. | | | | | | | |
| Box cars, | 44 | - | - | - | - | 44 | 25 Detroit. 19 Trojan. |
| Flat cars, | 17 | - | - | - | 1 | 17 | 10 Detroit. 7 Trojan. |
| Coal cars, | 126 | - | - | - | 9 | 126 | 67 Detroit. 59 Trojan. |
| TOTAL, | 187 | - | - | - | 10 | 187 | - |
| CARS—COMPANY'S SERVICE. | | | | | | | |
| Derrick cars, | 1 | - | - | - | - | - | - |
| Caboose cars, | 12 | - | - | - | - | 1 | Detroit. |
| Other cars in company's service, | 41 | - | - | - | 1 | 6 | 3 Detroit. 3 Trojan. |
| TOTAL, | 54 | - | - | - | 1 | 7 | - |

RAILROAD CROSSINGS IN MASSACHUSETTS (LESSEE'S ACCOUNT).

| | |
|---|--------------|
| <i>Crossings with Highways.</i> | |
| Number of crossings of company's railroad with highways at grade, | 52 |
| Number of highway grade crossings protected by flagmen, . . | 6 |
| Number of highway grade crossings unprotected, | 46 |
| Number of highway grade crossings for abolition of which petition is pending, | 1 |
| Number of highway bridges 18 feet (or more) above track, . . | 5 |
| Number of highway bridges less than 18 feet above track, . . | 3 |
| Height of lowest highway bridge above track, | 17 ft. 3 in. |
| <i>Crossings with Other Railroads.</i> | |
| Crossings of company's railroad with other railroads at grade (3 in number), viz.: | |
| Boston & Albany, Palmer. Boston & Albany, Barrett's Junction. Boston & Maine, South Vernon. | |

NEW BRIDGES BUILT DURING THE YEAR (LESSEE'S ACCOUNT).

| NUMBER AND LOCATION. | Description of Bridge Replaced. | Description of New Bridge. | Length of Spans and Number of Tracks. | By Whom Built. |
|----------------------|---------------------------------|----------------------------|---------------------------------------|------------------------------|
| 62, State Line, . . | Pony Howe truss. | Through plate girder. | 46 ft., 1 span, 1 track. | Detroit Bridge & Iron Works. |
| 63, State Line, . . | Pony Howe truss. | Through plate girder. | 66 ft., 1 span, 1 track. | Detroit Bridge & Iron Works. |
| 75, Palmer, . . | Three-span deck Howe truss. | Deck plate girder. | 50 ft 3 in., 3 spans, 1 track. | Detroit Bridge & Iron Works. |
| 81, Amherst, . . | Trussed stringers. | Deck plate girder. | 30 ft. 6 in., 1 span, 1 track. | Detroit Bridge & Iron Works. |
| 86, Montague, . . | Deck Howe truss. | Deck rivetted lattice. | 124 ft. 9 in., 1 span, 1 track. | Detroit Bridge & Iron Works. |

ACCIDENTS TO PERSONS (LESSEE'S ACCOUNT).

| KILLED AND INJURED. | IN MASSACHUSETTS. | | | | | | TOTAL ON ALL LINES OPERATED. | |
|---------------------------|---|----------|--|----------|---------|----------|------------------------------------|----------|
| | FROM CAUSES BE- YOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | | | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, . | - | - | - | - | - | - | - | - |
| Employees, . | - | 2 | - | 7 | - | 9 | - | 9 |
| Other persons, | - | - | 4 | - | 4 | - | 4 | - |
| TOTALS, . | - | 2 | 4 | 7 | 4 | 9 | 4 | 9 |

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

July 30, 1900. — Henry Young: threw himself on track; killed.

September 1. — Unknown: run over by train; killed.

September 10. — John Carden: engine fire blew out; arms burned.

November 4. — Mr. and Mrs. Weatherhead: Struck on crossing; both killed.

December 21. — A. E. Weatherhead: car handle pulled off; shin bruised.

December 26. — E. E. Ross: slipped while pushing car; sprained ankle.

Jan. 2, 1901. — P. Hackett: slipped off engine pilot; leg bruised.

February 8. — C. E. Willett: struck by bridge; injured.

February 9. — E. H. Shepard: jumping on moving train; shoulder injured.

February 9. — D. W. Patch: car door closed on hand; finger jammed.

February 28. — Geo. Sherman: fell off car; back injured.

April 1. — J. Sheridan: jumped off train; head and leg injured.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NEW LONDON NORTHERN RAILROAD COMPANY,

NEW LONDON, CONN.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Robert Coit, *President and Treasurer*, New London, Conn. J. A. Southard, *Clerk of Corporation*, New London, Conn. Augustus Brandegee, *General*

Counsel, New London, Conn. M. M. Reynolds, *General Auditor*, St. Albans, Vt. R. S. Logan, *General Manager*, St. Albans, Vt. S. W. Cummings, *General Passenger Agent*, St. Albans, Vt. Ira W. Gautt, *General Freight Agent*, St. Albans, Vt. C. E. Soule, *Superintendent*, St. Albans, Vt. E. W. Nash, *Assistant Superintendent*, New London, Conn.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Robert Coit, New London, Conn. Augustus Brandegee, New London, Conn. Charles H. Osgood, Norwich, Conn. James A. Rumrill, Springfield, Mass. Thomas B. Eaton, Worcester, Mass. Edward C. Smith, St. Albans, Vt. John C. Averill, Norwich, Conn. Guilford Smith, South Windham, Conn.

We hereby certify that the statements contained in the foregoing return are full, just and true.

ROBT. COIT,
A. BRANDEGEE,
C. H. OSGOOD,
JOHN C. AVERILL,
Directors.

ROBT. COIT,
E. W. NASH,
Treasurer.
Assistant Superintendent.

STATE OF CONNECTICUT.

NEW LONDON COUNTY, ss. SEPT. 7, 1901. Then personally appeared the above-named Robert Coit, A. Brandegee, C. H. Osgood, John C. Averill and Edward W. Nash, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JUSTUS A. SOUTHARD,
Notary Public.

RETURN

OF THE

NEW YORK, NEW HAVEN & HARTFORD RAILROAD
COMPANY

FOR THE YEAR ENDING JUNE 30, 1901.

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|-----------------|
| Gross earnings from operation, | \$40,132,311 37 |
| Operating expenses, | 28,048,478 90 |
| NET EARNINGS FROM OPERATION, | \$12,083,832 47 |
| Dividends received on stocks owned: | |
| Providence & Stonington | |
| Steamship Co., | \$60,000 00 |
| Providence & Springfield R.R. | |
| Co., | 17,534 00 |
| Rhode Island & Massachusetts | |
| R.R. Co., Mass. Division, | 10,000 00 |
| Rhode Island & Massachusetts | |
| R.R. Co., R. I. Division, | 7,525 00 |
| New York, New Haven & | |
| Hartford R.R. Co., | 7,440 00 |
| New Haven & Derby R.R. Co., | 3,010 00 |
| Naugatuck R.R. Co., | 2,330 00 |
| New Haven & Northampton Co., | 2,260 00 |
| Boston & New York Air Line | |
| R.R. Co., | 2,150 00 |
| West Stockbridge R.R. Corp., | 1,800 00 |
| Narragansett Pier R.R. Co., | 1,496 00 |
| Middletown, Meriden & Water- | |
| bury R.R. Co., | 1,000 00 |
| New York Transfer Co., | 320 00 |
| Stockbridge & Pittsfield R.R. | |
| Co., | 660 00 |
| Chicago, Rock Island & Pacific | |
| R.R. Co., | 90 00 |
| New England R.R. Co., | 81 00 |
| Old Colony R.R. Co., | 70 00 |
| Berkshire R.R. Co., | 60 00 |
| Danbury & Norwalk R.R. Co., | 35 00 |
| Iron Works Aqueduct Co., | 11 00 |
| | \$117,872 00 |
| Interest received on bonds owned: | |
| Providence & Springfield R.R. | |
| Co., | \$37,500 00 |
| New Haven & Northampton Co., | 17,500 00 |
| Pawtuxet Valley R.R. Co., | 6,400 00 |

| | | |
|--|----------------|-----------------|
| Interest received on bonds owned — <i>Con.</i> | | |
| New Haven Steamboat Co., . . . | \$6,200 00 | |
| Meriden Horse R.R. Co., . . . | 5,050 00 | |
| | | \$72,650 00 |
| Miscellaneous income, less expense of collecting: | | |
| Dividends on stocks leased: | | |
| Old Colony Steamboat Co., . . . | \$300,000 00 | |
| Providence, Warren & Bristol R.R. Co., . . . | 16,855 00 | |
| | | 316,855 00 |
| Interest on deposits, etc., . . . | | 55,183 23 |
| TOTAL INCOME FROM SOURCES OTHER THAN OPERATION, | | \$562,560 23 |
| GROSS INCOME ABOVE OPERATING EXPENSES, . . . | | \$12,646,392 70 |
| Charges upon income accrued during the year: | | |
| Interest on funded debt, . . . | \$1,166,976 91 | |
| Interest and discount on unfunded debts and loans, . . . | 1,857 80 | |
| Taxes, . . . | 2,367,635 63 | |
| Rentals of leased roads,* . . . | 4,451,634 37 | |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . | | 7,988,104 71 |
| NET DIVISIBLE INCOME, . . . | | \$4,658,287 99 |

* RENTALS OF LEASED ROADS.

| NAME OF ROAD. | Total. | Less Dividends Received on Stocks Exchanged for N. Y., N. H. & H. R.R. Stock. | Net Amount. |
|--|----------------|---|----------------|
| Old Colony Railroad, . . . | \$1,808,997 07 | \$386,260 00 | \$1,422,737 07 |
| New England Railroad, . . . | 1,120,244 00 | 147,774 00 | 972,470 00 |
| Boston & Providence Railroad, . . . | 494,794 00 | - | 494,794 00 |
| Providence & Worcester Railroad, . . . | 416,000 00 | - | 416,000 00 |
| Norwich & Worcester Railroad, . . . | 290,052 33 | - | 290,052 33 |
| Harlem River & Port Chester Railroad, . . . | 170,000 00 | - | 170,000 00 |
| New Haven & Northampton Company, . . . | 255,400 00 | 96,140 00 | 159,260 00 |
| Naugatuck Railroad, . . . | 206,000 00 | 97,220 00 | 108,780 00 |
| Boston & New York Air Line Railroad, . . . | 144,940 00 | 63,780 00 | 81,160 00 |
| Providence & Springfield Railroad, . . . | 58,198 00 | - | 58,198 00 |
| Danbury & Norwalk Railroad, . . . | 65,500 00 | 22,320 00 | 41,180 00 |
| Holyoke & Westfield Railroad, . . . | 37,287 80 | - | 37,287 80 |
| Berkshire Railroad, . . . | 36,250 00 | - | 36,250 00 |
| New Haven & Derby Railroad, . . . | 46,680 00 | 14,144 00 | 32,486 00 |
| Stockbridge & Pittsfield Railroad, . . . | 27,172 00 | - | 27,172 00 |
| Providence, Warren & Bristol Railroad, . . . | 23,415 72 | - | 23,415 72 |
| Pawtuxet Valley Railroad, . . . | 13,463 00 | - | 13,463 00 |
| Plymouth & Middleborough Railroad, . . . | 11,350 00 | - | 11,350 00 |
| Rhode Island & Massachusetts R.R., Mass. Div., . . . | 10,000 00 | - | 10,000 00 |
| Rhode Island & Massachusetts R.R., R. I. Div., . . . | 10,000 00 | - | 10,000 00 |
| Attleborough Branch Railroad, . . . | 7,243 50 | - | 7,243 50 |
| Nantasket Beach Railroad, . . . | 6,250 00 | - | 6,250 00 |
| Woonsocket & Pascoag Railroad, . . . | 5,000 00 | - | 5,000 00 |
| Milford & Woonsocket Railroad, . . . | 4,200 00 | - | 4,200 00 |
| Rockville Railroad, . . . | 3,650 00 | - | 3,650 00 |
| Chatham Railroad, . . . | 2,884 95 | - | 2,884 95 |
| West Stockbridge Railroad, . . . | 1,800 00 | - | 1,800 00 |
| Milford, Franklin & Providence Railroad, . . . | 1,800 00 | - | 1,800 00 |
| Colchester Railroad, . . . | 1,750 00 | - | 1,750 00 |
| Middletown, Meriden & Waterbury Railroad, . . . | 1,000 00 | - | 1,000 00 |
| | \$5,279,272 37 | \$827,638 00 | \$4,451,634 37 |

| | | |
|--|----------------|-----------------|
| Dividends declared during the year payable on— | | |
| September 30, 1900, 2 per cent on \$53,638,100, | \$1,072,762 00 | |
| December 31, 1901, 2 per cent on \$53,634,600, | 1,073,692 00 | |
| March 31, 1901, 2 per cent on \$53,707,100, | 1,074,142 00 | |
| June 30, 1901, 2 per cent on \$53,707,100, | 1,074,142 00 | |
| TOTAL DIVIDENDS DECLARED, | | \$4,294,738 00 |
| Surplus for the year ending June 30, 1901, | | \$363,549 99 |
| Amount of surplus June 30, 1900, | | 12,186,131 21 |
| Credits to profit and loss account during the year: | | |
| Premium on sale of non-convertible debentures, | \$430,000 00 | |
| Profit received from sale of stocks owned by the company, | 152,046 92 | |
| TOTAL CREDITS, | | \$582,046 92 |
| Debits to profit and loss account during the year: settlement of old claims against leased lines, prior to leases, and worthless accounts charged off, | | 8,210 86 |
| NET AMOUNT CREDITED TO PROFIT AND LOSS, | | 573,836 06 |
| TOTAL SURPLUS JUNE 30, 1901, | | \$13,123,517 26 |

EARNINGS FROM OPERATION.

| DEPARTMENT OF SERVICE. | Gross Receipts. | Deductions. | Earnings. |
|--|-----------------|--------------|-----------------|
| Passenger service: | | | |
| Gross receipts from passengers, | \$16,868,499 10 | | |
| Deductions: | | | |
| Tickets redeemed, | | \$70,615 27 | |
| Excess fares refunded, | | 61,122 05 | |
| Total deductions, | | \$131,737 32 | |
| NET REVENUE FROM PASSENGERS, | | | \$16,736,761 78 |
| From mails, | \$633,024 01 | | |
| From express, | 1,323,770 68 | | |
| From extra baggage and storage, | 181,330 60 | | |
| Other earnings, passenger service: | | | |
| Parlor, sleeping, dining and buffet cars, | 823,085 39 | | |
| Steamer café, etc., | 165,120 61 | | |
| TOTAL EARNINGS, PASSENGER SERVICE, | | | 3,116,331 29 |
| Freight service: | | | |
| Gross receipts from freight, | \$19,296,217 04 | | |
| Deductions: | | | |
| Overcharge to shippers, | | \$168,440 93 | |
| Other repayments, | | 10,732 65 | |
| Total deductions, | | \$179,173 58 | |
| NET REVENUE FROM FREIGHT (<i>carried forward</i>), | | | \$19,117,043 46 |

EARNINGS FROM OPERATION—Concluded.

| DEPARTMENT OF SERVICE. | Gross Receipts. | Deductions. | Earnings. |
|--|-----------------|-------------|-----------------|
| <i>Amount brought forward,</i> | | | \$19,117,043 46 |
| From elevators, | \$32,126 43 | | |
| Other earnings, freight service: | | | |
| Hoisting, | 424,617 91 | | |
| Switching, | 101,136 27 | | |
| Trackage, | 72,072 53 | | |
| Wharfage, | 53,357 15 | | |
| Weighing, | 36,206 21 | | |
| Miscellaneous, | 28,140 74 | | |
| | | | 747,657 24 |
| TOTAL EARNINGS, FREIGHT SERVICE, | | | \$19,864,700 70 |
| TOTAL PASSENGER AND FREIGHT EARNINGS, | | | \$39,717,793 77 |
| Other earnings from operation: | | | |
| Telegraph receipts, | \$49,216 71 | | |
| Rentals from buildings and other property, | 365,300 89 | | |
| TOTAL OTHER EARNINGS, | | | 414,517 60 |
| GROSS EARNINGS FROM OPERATION, | | | \$40,132,311 37 |

EXPENSES OF OPERATION.

| | | |
|--|--|----------------|
| General expenses: | | |
| Salaries of general officers, | | \$163,760 00 |
| Salaries of clerks and attendants, | | 292,926 47 |
| General office expenses and supplies, | | 50,736 56 |
| Insurance, | | 53,034 17 |
| Law expenses, | | 218,958 61 |
| Stationery and printing (general offices), | | 20,698 88 |
| Other general expenses: | | |
| Real estate expense, | | 70,044 67 |
| Incidentals, | | 89,900 21 |
| TOTAL, | | \$960,059 57 |
| Maintenance of way and structures: | | |
| Repairs of roadway, | | \$2,363,092 88 |
| Renewals of rails, | | 66,731 20 |
| Renewals of ties, | | 491,987 96 |
| Repairs and renewals of bridges and culverts, | | 503,106 84 |
| Repairs and renewals of fences, road crossings, signs and cattle guards, | | 916,992 78 |
| Repairs and renewals of buildings and fixtures, | | 924,666 05 |
| Repairs and renewals of docks and wharves, | | 123,775 71 |
| Repairs and renewals of telegraph and telephone, | | 12,976 72 |
| Stationery and printing, | | 1,967 92 |
| Other expenses of maintaining way and structures: electrical department, current conductors, | | 71,166 59 |
| TOTAL, | | \$5,476,464 65 |
| Maintenance of equipment: | | |
| Superintendence, | | \$145,442 57 |
| Repairs and renewals of locomotives, | | 1,376,941 86 |
| Repairs and renewals of passenger cars, | | 1,303,543 64 |

Maintenance of equipment — *Concluded.*

| | |
|---|-----------------------|
| Repairs and renewals of freight cars, | \$1,011,585 13 |
| Repairs and renewals of work cars, | 21,496 39 |
| Repairs and renewals of marine equipment, | 132,340 73 |
| Repairs and renewals of shop machinery and tools, | 135,201 38 |
| Stationery and printing, | 3,678 50 |
| Other expenses of maintaining equipment: | |
| Heat and light, engine houses, machine shops, etc., | 53,904 03 |
| Fuel, stationary engines in shops, | 69,816 74 |
| Incidentals, | 149,070 55 |
| Electrical department: | |
| Engines, | 15,712 17 |
| Boilers, | 16,552 11 |
| Generators, | 4,583 10 |
| Power houses, other equipment, | 8,205 65 |
| TOTAL, | \$4,448,074 55 |

Conducting transportation:

| | |
|--|------------------------|
| Superintendence, | \$347,000 56 |
| Engine and roundhouse men, | 2,246,055 66 |
| Fuel for locomotives, | 2,911,823 23 |
| Water supply for locomotives, | 194,645 35 |
| Oil, tallow and waste for locomotives, | 95,292 65 |
| Other supplies for locomotives, | 39,515 50 |
| Train service, | 2,237,662 60 |
| Train supplies and expenses, | 508,318 90 |
| Switchmen, flagmen and watchmen, | 1,693,470 38 |
| Telegraph and telephone expenses, | 351,848 72 |
| Station service, | 3,885,227 24 |
| Station supplies, | 265,766 25 |
| Car mileage — balance, | 687,390 82 |
| Loss and damage, | 95,402 92 |
| Injuries to persons, | 190,391 39 |
| Clearing wrecks, | 19,570 73 |
| Operating marine equipment, | 514,007 88 |
| Advertising, | 48,658 95 |
| Outside agencies, | 6,282 05 |
| Stock yards and elevators, | 23,349 44 |
| Rentals for tracks, yards and terminals, | 358,938 68 |
| Rentals of buildings and other property, | 47,011 51 |
| Stationery and printing, | 166,541 70 |
| Other expenses of conducting transportation: | |
| Dining and buffet car expenses, | 134,745 32 |
| Hoisting engines, | 43,904 20 |
| Miscellaneous, | 3,583 27 |
| Electrical department: | |
| Wages, | 23,336 91 |
| Fuel, | 21,358 15 |
| Miscellaneous, | 2,779 17 |
| TOTAL, | \$17,163,880 13 |

Recapitulation:

| | |
|--|---------------|
| General expenses, | \$960,059 57 |
| Maintenance of way and structures, | 5,476,464 65 |
| Maintenance of equipment, | 4,448,074 55 |
| Conducting transportation, | 17,163,880 13 |

| | |
|--|------------------------|
| TOTAL OPERATING EXPENSES, | \$28,048,478 90 |
|--|------------------------|

| | |
|---|-------|
| Percentage of operating expenses to gross earnings, | 69 89 |
|---|-------|

GENERAL BALANCE SHEET JUNE 30, 1901.

| ASSETS. | | DR. |
|---|----------------|-----------------|
| Cost of road, | | \$54,318,216 15 |
| Cost of equipment, | | 5,261,793 72 |
| Stocks owned: | | |
| New York, New Haven & Hartford R.R. Co., | \$1,524,732 10 | |
| Old Colony R.R. Co., | 1,850 00 | |
| New England R.R. Co., common stock, . . | 4,640 00 | |
| New England R.R. Co., preferred stock, . . | 2,835 00 | |
| Providence & Springfield R.R. Co., | 437,930 00 | |
| Rhode Island & Massachusetts R.R. Co., | | |
| Massachusetts Division, | 191,700 00 | |
| Rhode Island & Massachusetts R.R. Co., | | |
| Rhode Island Division, | 159,499 50 | |
| New Haven & Derby R.R. Co., | 81,623 52 | |
| New Haven & Northampton Co., | 59,651 58 | |
| Naugatuck R.R. Co., | 60,152 50 | |
| Boston & New York Air Line R.R. Co., com- | | |
| mon stock, | 37,379 00 | |
| Boston & New York Air Line R.R. Co., pre- | | |
| ferred stock, | 109,110 61 | |
| Woonsocket & Pascoag R.R. Co., | 100,000 00 | |
| Middletown, Meriden & Waterbury R.R. Co., | 100,000 00 | |
| Harlem River & Port Chester R.R. Co., . . | 42,250 00 | |
| West Stockbridge R.R. Co., | 29,888 00 | |
| Stockbridge & Pittsfield R.R. Co., | 7,600 00 | |
| Danbury & Norwalk R.R. Co., | 756 00 | |
| Wood River Branch R.R. Co., | 20,000 00 | |
| Narragansett Pier R.R. Co., | 18,700 00 | |
| Lowell & Framingham R.R. Co., | 28 00 | |
| Providence & Stonington Steamship Co., . . | 2,528,189 39 | |
| New Haven Steamboat Co., | 700,000 00 | |
| New London Steamboat Co., | 250,000 00 | |
| Boston Terminal Co., | 200,000 00 | |
| New York, Providence & Boston and Old | | |
| Colony Terminal Co., | 37,500 00 | |
| Meriden Electric Railroad Co., | 198,757 50 | |
| Stamford Street R.R. Co., common stock,* . | 1,230 20 | |
| New York Transfer Co., | 1,600 00 | |
| Derby Paper Mills, | 895 00 | |
| | | 6,908,497 90 |
| Stocks of leased lines (not merged) received | | |
| in exchange for stock of New York, New | | |
| Haven & Hartford R.R. Co., June 30, 1901: | | |
| Old Colony R.R., 55,180 shares, | \$4,966,200 00 | |
| New England R.R., 49,258 shares (preferred), | 2,538,891 50 | |
| New England R.R., 199,465 shares (common), | 3,989,300 00 | |
| Naugatuck R.R., 9,722 shares, | 972,200 00 | |
| New Haven & Northampton, 24,035 shares, . | 961,400 00 | |
| Boston & New York Air Line R.R., 15,945 | | |
| shares (preferred), | 637,800 00 | |
| Danbury & Norwalk R.R., 8,928 shares, . . | 223,200 00 | |
| New Haven & Derby R.R., 3,536 shares, . . | 108,800 00 | |
| Stockbridge and Pittsfield R.R., 15 shares, . | 900 00 | |
| Berkshire R.R., 10 shares, | 600 00 | |
| | | 14,399,291 50 |
| Bonds owned: | | |
| Providence & Springfield R.R. Co., | \$750,000 00 | |
| New Haven & Derby R.R. Co., | 705,000 00 | |
| New Haven & Northampton Co., | 348,612 50 | |
| Pawtuxet Valley R.R. Co., | 160,000 00 | |

* Part valuation of stock included in valuation of bonds.

| | | |
|--|----------------|-------------------------|
| Bonds owned — <i>Concluded.</i> | | |
| Nantasket Beach R.R. Co., | \$127,200 00 | |
| New Haven Steamboat Co., | 174,000 00 | |
| Meriden Horse R.R. Co., | 90,900 00 | |
| Stamford Street R.R. Co., | 75,220 83 | |
| Atlas Tack Co., | 300 00 | |
| | | \$2,431,233 33 |
| TOTAL PERMANENT INVESTMENTS, | | \$83,319,032 60 |
| Cash, | \$4,475,310 92 | |
| Bills receivable, | 540,324 24 | |
| Due from agents, | 1,581,845 90 | |
| Advances account Boston & Providence R.R. Co., | 4,562,662 75 | |
| Due from solvent companies and individuals, | 2,103,298 63 | |
| Property, South Street, New York, N. Y., | 90,000 00 | |
| Other cash assets : prepaid insurance, taxes, etc., | 53,399 54 | |
| | | 13,406,841 98 |
| TOTAL CASH AND CURRENT ASSETS, | | |
| Materials and supplies, | \$2,769,328 76 | |
| Other assets and property : contingent assets : Harlem River & Port Chester R. R. Co., | \$5,658,799 12 | |
| New York, Providence & Boston and Old Colony R.R. Terminal Co., | 1,532,948 56 | |
| Terminal lands at Providence, | 756,117 00 | |
| Dedham and Hyde Park improvements, | 115,208 66 | |
| | 8,063,073 34 | |
| TOTAL MISCELLANEOUS ASSETS, | | 10,832,402 10 |
| TOTAL, | | \$107,558,276 68 |
| LIABILITIES. | | Cr. |
| Capital stock, | | \$54,685,400 00 |
| Funded debt, | | 32,536,200 00 |
| Current liabilities : | | |
| Loans and notes payable, | \$1,000,000 00 | |
| Audited vouchers and accounts, | 4,562,833 38 | |
| Salaries and wages, | 363,739 52 | |
| Traffic balances due to other companies, | 687,770 39 | |
| Dividends not called for, | 2,058 00 | |
| Matured interest coupons unpaid (including coupons due July 1), | 1,260 00 | |
| Rentals due and unpaid (including rentals due July 1), | 5,156 74 | |
| | | 6,622,818 03 |
| TOTAL CURRENT LIABILITIES, | | |
| Accrued liabilities : | | |
| Interest accrued and not yet due, | \$353,648 13 | |
| Rentals accrued and not yet due, | 236,693 26 | |
| | | 590,341 39 |
| TOTAL ACCRUED LIABILITIES, | | |
| Profit and loss balance (surplus), | | 13,123,517 26 |
| TOTAL, | | \$107,558,276 68 |
| PROPERTY ACCOUNTS. | | |
| Additions to construction account : lands, land damages and fences, | | \$143,060 97 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | | \$143,060 97 |

| CAPITAL STOCK. | | |
|--|------------------|-----------------|
| Capital stock authorized by law, | \$100,000,000 00 | |
| Capital stock authorized by votes of company,* 47,500,000 00 | | |
| Capital stock issued and outstanding, | | \$54,685,400 00 |
| Number of shares issued and outstanding, | 546,854 | |
| Number of stockholders, | 9,560 | |
| Number of stockholders in Massachusetts, | 4,293 | |
| Amount of stock held in Massachusetts, | \$19,231,600 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest accrued during the Year. |
|---|-------------------|-------------------|---------------------|-----------------------------------|
| | Per Cent. | | | |
| First mortgage bonds, New York, New Haven & Hartford R.R. Co., | 4 | June 1, 1903, | \$2,000,000 00 | \$80,000 00 |
| General mortgage bonds, New York, Providence & Boston R.R. Co., | 4 | April 1, 1942, | 1,000,000 00 | 40,000 00 |
| First mortgage bonds, Shore Line R'y Co., | 4½ | March 1, 1910, | 200,000 00 | 9,000 00 |
| First mortgage bonds, Housatonic R.R. Co., | 4 | April 1, 1910, | 100,000 00 | 4,000 00 |
| Consolidated mortgage bonds, Housatonic R.R. Co., | 5 | Nov. 1, 1937, | 2,839,000 00 | 141,950 00 |
| | | | \$6,139,000 00 | \$274,950 00 |
| First mortgage bonds, New York, Providence & Boston R.R. Co. (\$300,000), | 4 | April 1, 1901, | - | 9,000 00 |
| Convertible debenture certificates, | 4 | Apr. 1, 1903-8, | 16,397,200 00 | 655,888 00 |
| Non-convertible debentures, due 1947, | 4 | March 1, 1947, | 5,000,000 00† | 186,500 00 |
| Non-convertible debentures, due 1947, | 3½ | March 1, 1947, | 5,000,000 00† | 40,638 91 |
| TOTALS, | | | \$32,536,200 00 | \$1,166,976 91 |

VOLUME OF TRAFFIC, ETC.

| | | |
|--|--|----------------|
| Passenger traffic: | | |
| Number of passengers carried paying revenue, | | 53,051,460 |
| Number of passengers carried one mile, | | 949,079,966 |
| Number of passengers carried one mile per mile of road operated, | | 468,141 |
| Average length of journey per passenger, | | 17.890 miles. |
| Average amount received per passenger per mile carried, | | 1.763 cents. |
| Passenger earnings (gross) per mile of road operated, | | \$9,792 68.000 |
| Passenger earnings (gross) per passenger-train mile run, | | 1 40.424 |
| Freight traffic: | | |
| Number of tons of freight hauled earning revenue, | | 15,436,435 |
| Number of tons of freight hauled one mile, | | 1,292,378,364 |
| Number of tons of freight hauled one mile per mile of road operated, | | 637,475 |
| Average length of haul per ton, | | 83.720 miles. |
| Average amount received per ton per mile hauled, | | 1.479 cents. |
| Freight earnings (gross) per mile of road operated, | | \$9,798 40.000 |
| Freight earnings (gross) per freight-train mile run, | | 3 19.902 |
| Operating expenses: | | |
| Operating expenses per mile of road operated, | | 13,835 11.000 |
| Operating expenses per revenue-train mile run, | | 1 39.489 |

* Subject to further increase by authorized exchanges for leased lines stocks and convertible debenture certificates.

† \$2,000,000 issued during the year.

‡ Issued during the year.

| | | |
|--|--------------|------------|
| Train mileage: | | |
| Miles run by passenger trains, | | 13,898,315 |
| Miles run by freight trains, | | 5,969,950 |
| Miles run by mixed trains, | | 239,667 |
| Total mileage of trains earning revenue, | | 20,107,932 |
| Miles run by switching trains, | | 5,320,183 |
| Miles run by construction and other trains, | | 374,826 |
| Total train mileage, | | 25,802,941 |
| Fares and freights: | | |
| Average rate of fare per mile received for local and trip tickets, | 1.963 cents. | |
| Average rate of fare per mile received for mileage tickets, | 2.000 " | |
| Average rate of fare per mile received for time and commutation tickets, | 0.586 " | |
| Average rate of fare per mile received for interline tickets, | 2.050 " | |
| Average rate received per ton mile for local freight, | 2.375 " | |
| Average rate received per ton mile for interline freight, | 1.101 " | |
| Passengers to and from Boston: | | |
| Number of passengers to Boston, | | 9,077,549 |
| Number of passengers from Boston, | | 9,166,195 |
| Employees: | | |
| Average number of persons employed, | | 25,523 |

DESCRIPTION OF RAILROAD OWNED AND OPERATED.

(See also tabulated description in preceding appendix to report)

| RAILROAD OWNED. | Total. | In Massachusetts. |
|---|-----------|-------------------|
| | Miles. | Miles. |
| Length of main line, | 238.940 | 5.950 |
| Length of branch line, | 204.360 | - |
| TOTAL LENGTH OF LINE OWNED, | 438.300 | 5.950 |
| Length of second track, | 238.780 | 5.950 |
| Length of third track, | 55.320 | - |
| Length of fourth track, | 55.320 | - |
| Length of side track, etc., | 272.030 | 8.420 |
| TOTAL LENGTH OF TRACK OWNED, | 1,059.750 | 20.320 |
| RAILROAD OPERATED. | | |
| Length of main line, | 1,471.300 | 657.610 |
| Length of branch line, | 566.380 | 223.640 |
| TOTAL LENGTH OF LINE OPERATED, | 2,037.680 | 881.250 |
| Length of second track, | 667.030 | 301.580 |
| Length of third track, | 88.640 | 15.740 |
| Length of fourth track, | 86.680 | 13.780 |
| Length of side track, etc., | 1,159.590 | 474.540 |
| TOTAL LENGTH OF TRACK OPERATED, | 4,039.620 | 1,686.890 |
| EQUIPPED FOR ELECTRIC POWER. | | |
| Length of main line, | 29.850 | 12.010 |
| Length of branch line, | 39.590 | 12.770 |
| TOTAL LENGTH OF ELECTRIC LINE, | 69.440 | 24.780 |
| Length of second, third and fourth track, | 26.490 | 15.540 |
| Length of side track, etc., | 7.450 | 5.140 |
| TOTAL LENGTH OF ELECTRIC TRACK, | 103.380 | 45.460 |

DESCRIPTION OF EQUIPMENT.

| ROLLING STOCK. | | Number Owned. | Number Leased. | Total Owned and Leased. | Equipped with Power Driving-wheel Brakes. | Maximum Weight. | Average Weight. |
|------------------|---|---------------|----------------|-------------------------|---|-----------------|-----------------|
| LOCOMOTIVES. | | | | | | Lbs. | Lbs. |
| Passenger, | . | 231 | 231 | 462 | 462 | 131,000 | 93,500 |
| Freight, | . | 177 | 117 | 294 | 294 | 156,850 | 125,200 |
| Switching, etc., | . | 74 | 92 | 166 | 166 | 110,000 | 80,000 |
| TOTAL, | . | 482 | 440 | 922 | 922 | - | - |

DESCRIPTION OF EQUIPMENT—Concluded.

| ROLLING STOCK. | Number Owned. | Number Leased. | Total Owned and Leased. | Equipped with Power Train Brakes. | Equipped with Automatic Couplers. | Name of Coupler Used. |
|----------------------------------|---------------|----------------|-------------------------|-----------------------------------|-----------------------------------|--|
| CARS—PASSENGER SERVICE. | | | | | | |
| Passenger cars, | 619 | 546 | 1,165 | 1,165 | 1,142 | 927 Miller, 170 National-Hinson, 16 Janney-Miller, 1 Janney-Buhoup, 2 Janney, 2 Tower, 24 Van Dorn. |
| Combination cars, . . . | 81 | 190 | 271 | 271 | 265 | 75 Miller, 186 National-Hinson, 4 Van Dorn |
| Dining cars, | 1 | 2 | 3 | 3 | 3 | 1 Miller, 2 National-Hinson. |
| Parlor cars, | 90 | 4 | 94 | 94 | 94 | 31 Miller, 62 National-Hinson, 1 Janney-Miller. |
| Sleeping cars, | 27 | - | 27 | 27 | 27 | 14 Miller, 13 National-Hinson. |
| Baggage, express and mail cars, | 174 | 91 | 265 | 265 | 264 | 28 Miller, 230 National-Hinson, 2 Janney-Miller, 1 Janney-Buhoup, 3 Van Dorn. |
| TOTAL, | 992 | 833 | 1,825 | 1,825 | 1,795 | |
| CARS—FREIGHT SERVICE. | | | | | | |
| Box cars, | 2,761 | 2,791 | 5,552 | 5,155 | 5,552 | - |
| Flat cars, | 1,194 | 663 | 1,857 | 1,581 | 1,857 | - |
| Stock cars, | 4 | 2 | 6 | - | 6 | 4 Janney, 2 Tower. |
| Coal cars, | 3,430 | 2,069 | 5,499 | 4,913 | 5,499 | - |
| Tank cars, | - | 1 | 1 | - | 1 | Tower. |
| TOTAL, | 7,389 | 5,426 | 12,915 | 11,649 | 12,915 | |
| CARS—COMPANY'S SERVICE. | | | | | | |
| Officers' and pay cars, . . | 7 | 6 | 13 | 13 | 13 | 8 Miller, 5 National-Hinson. |
| Derrick cars, | 23 | 21 | 44 | 27 | 44 | 7 Janney, 4 Trojan, 31 Tower, 1 American, 1 Buckeye. |
| Caboose cars, | 185 | 93 | 278 | 204 | 278 | 133 Janney, 1 Trojan, 127 Tower, 1 Gould, 13 Chicago, 1 Standard, 2 cars with 1 Tower and 1 Chicago. |
| Other cars in company's service, | 166 | 83 | 249 | 159 | 232 | 1 Miller, 50 Janney, 2 Trojan, 166 Tower, 1 Chicago, 1 National, 4 American, 3 Gould, 4 National-Hinson. |
| TOTAL, | 381 | 203 | 584 | 403 | 567 | |

* See table of Automatic Couplers on page 154.

AUTOMATIC COUPLERS, JUNE 30, 1901.

Box Cars.

| NAME OF COUPLER. | Number of Cars. | NAME OF COUPLER. | Number of Cars. |
|------------------------------------|-----------------|---------------------------------------|-----------------|
| Janney, | 2,261 | 1 Tower and 1 American, | 43 |
| American, | 309 | 1 Tower and 1 Little Giant, | 1 |
| Dowling, | 1 | 1 Tower and 1 Buckeye, | 3 |
| Trojan, | 259 | 1 Chicago and 1 American, | 2 |
| Standard, | 1 | 1 American and 1 Standard, | 1 |
| Thurmond, | 1 | 1 American and 1 Buckeye, | 2 |
| Tower, | 2,309 | 1 Janney and 1 Tower, | 72 |
| Gould, | 10 | 1 Janney and 1 National, | 2 |
| Little Giant, | 2 | 1 Janney and 1 Gould, | 8 |
| Chicago, | 70 | 1 Janney and 1 Dowling, | 3 |
| Buckeye, | 22 | 1 Trojan and 1 Tower, | 15 |
| National-Hinson, | 33 | 1 Trojan and 1 National, | 1 |
| National, | 41 | 1 Trojan and 1 Gould, | 3 |
| Norton, | 1 | 1 Tower and 1 National, | 6 |
| 1 Janney and 1 Trojan, | 10 | 1 Tower and 1 Gould, | 12 |
| 1 Janney and 1 Chicago, | 3 | 1 Tower and 1 Hein, | 1 |
| 1 Janney and 1 American, | 17 | 1 Tower and 1 Norton, | 3 |
| 1 Janney and 1 Buckeye, | 3 | 1 National and 1 Hein, | 1 |
| 1 Janney and 1 Smilie, | 1 | 1 American and 1 Gould, | 15 |
| 1 Trojan and 1 Chicago, | 1 | 1 American and 1 Smilie, | 1 |
| 1 Trojan and 1 American, | 1 | | |
| 1 Trojan and 1 Pooley, | 1 | TOTAL NUMBER, | 5,552 |

Flat Cars.

| | | | |
|-----------------------------------|-----|--------------------------------------|-------|
| Janney, | 481 | 1 Trojan and 1 Gould, | 1 |
| American, | 8 | 1 Tower and 1 Gould, | 1 |
| Trojan, | 305 | 1 Janney and 1 Tower, | 9 |
| Buckeye, | 1 | 1 Janney and 1 National, | 1 |
| Tower, | 970 | 1 Trojan and 1 National, | 1 |
| Chicago, | 40 | 1 Tower 1 National, | 2 |
| National, | 32 | 1 National and 1 American, | 1 |
| 1 Janney and 1 Trojan, | 2 | | |
| 1 Janney and 1 Chicago, | 1 | TOTAL NUMBER, | 1,857 |
| 1 Janney and 1 Gould, | 1 | | |

Coal Cars.

| | | | |
|------------------------------------|-------|-----------------------------------|-------|
| Janney, | 899 | 1 Trojan and 1 Chicago, | 1 |
| American, | 22 | 1 Tower and 1 American, | 1 |
| Trojan, | 150 | 1 Tower and 1 Buckeye, | 1 |
| Standard, | 98 | 1 Janney and 1 Tower, | 12 |
| Tower, | 4,144 | 1 Trojan and 1 Tower, | 7 |
| Gould, | 1 | 1 Tower and 1 Chicago, | 3 |
| Chicago, | 128 | 1 Tower and 1 Gould, | 1 |
| Norton, | 2 | 1 National and 1 Gould, | 1 |
| National, | 26 | | |
| 1 Janney and 1 Trojan, | 1 | TOTAL NUMBER, | 5,499 |
| 1 Janney and 1 National, | 1 | | |

Number of 8-wheel cars in passenger service with brakes for *all* wheels, 1,775
 Number of 12-wheel cars in passenger service with brakes for *all* wheels, 50

RAILROAD CROSSINGS IN MASSACHUSETTS.

| <i>Crossings with Highways.</i> | |
|---|-----|
| Number of crossings of company's railroad with highways at grade, | 872 |
| Number of highway grade crossings protected by gates, | 200 |

| | |
|---|--------------|
| Number of highway grade crossings protected by flagmen, | 200 |
| Number of highway grade crossings protected by electric signals only, | 106 |
| Number of highway grade crossings unprotected, | 366 |
| Number of highway grade crossings finally abolished during the year, | 9 |
| Number of highway grade crossings now in process of abolition, | 9 |
| Number of highway grade crossings for abolition of which petition is pending, | 79 |
| Number of highway bridges 18 feet (or more) above track, | 100 |
| Number of highway bridges less than 18 feet above track, | 143 |
| Height of lowest highway bridge above track, | 14 ft. 2 in. |

Crossings with Other Railroads.

Crossing of company's railroad with other railroads at grade (10 in number), viz.:

With Boston & Albany at Westfield. With Boston & Albany at Worcester. With Boston & Albany (freight tracks) at Worcester. With Boston & Albany at South Framingham. With Boston & Albany (freight tracks) at South Worcester. With Fitchburg at Concord Junction. With Fitchburg at Fitchburg. With Boston & Maine at Clinton. With Boston & Maine at South Sudbury. With Worcester Viaduct Company at Worcester.

Number of above crossings at which interlocking signals are established, 8

NEW BRIDGES BUILT DURING THE YEAR.

| NUMBER AND LOCATION. | Description of Bridge Replaced. | Description of New Bridge. | Length of Spans and Number of Tracks. | By Whom Built. |
|----------------------------------|---------------------------------|--------------------------------------|---------------------------------------|---------------------------------|
| 1065, Gt. Barrington, Berk. Div. | - - | Steel plate girder, | 1 span, 53 ft. 4 in., 2 tracks. | King Bridge Co. |
| 8, Boston, Mid. Div. | Iron plate girder, | Steel plate girder on steel columns. | 7 spans, 393 ft. 9 in., for 2 tracks. | American Bridge Co. |
| 64, Bellingham, Mid. Div. | Wood stringers, | Steel I beams and new abutments. | 1 span, 18 ft., 1 track. | - - |
| 5, Oxford, Shore Line Div. | Wood trussed stringers. | Steel plate girder, | 1 span, 35 ft., 1 track. | King Bridge Co. |
| 6, Webster, Shore Line Div. | Trussed iron rail, | Steel deck I beams, | 2 spans, 18 ft., 1 track. | King Bridge Co. |
| 7, Southbridge, Shore Line Div. | Trussed stringers. | Steel plate girder, | 1 span, 30 ft., 1 track. | Eastern Bridge & Structural Co. |
| 5, South Boston, Ply. Div. | - - | Steel plate girder, | 1 span, 37 ft., 4 tracks. | H. P. Roberts Co. |
| 7, South Boston, Ply. Div. | - - | Steel plate girder, | 1 span, 28 ft. 8 in., 4 tracks. | H. P. Roberts Co. |
| 9, South Boston, Ply. Div. | - - | Steel plate girder, | 1 span, 32 ft. 6 in., 4 tracks. | H. P. Roberts Co. |
| 11, South Boston, Ply. Div. | - - | Steel plate girder, | 2 spans, 53 ft. 6 in., 2 tracks. | H. P. Roberts Co. |
| 701, Middleboro', Ply. Div. | - - | Steel plate girder, | 1 span, 65 ft., 2 tracks. | Berlin Iron Bridge Co. |
| 437, Easton, Ply. Div. | - - | Steel plate girder, | 1 span, 92 ft., 1 track. | American Bridge Co. |
| 299, Taunton, Taun. Div. | - - | Steel I beams, | 1 span, 19 ft. 9 in., 1 track. | Penna. Steel Co. |
| 77, Worcester, Wor. Div. | - - | Steel plate girders, | 1 span, 50 ft., for 3d track. | Penna. Steel Co. |

BRIDGES EXTENSIVELY REPAIRED OR STRENGTHENED DURING THE YEAR.

| NUMBER AND LOCATION. | Description of Bridge. | Description of Work Done. |
|---|---------------------------|--|
| 673, Westfield (Air Line), New Haven Div. | Iron through, . . | All floor beam hangers renewed. |
| 1083, Lenox, Berkshire Div., . | Wood stringers, . | Stringers renewed and pile bents placed back of each abutment. |
| 1085, New Lenox, Berkshire Div., | Wood stringers, . | Stringers renewed and pile bents placed front and back of each abutment. |
| 1086, New Lenox, Berkshire Div., | Wood stringers, . | Stringers renewed and pile bents placed front and back of each abutment. |
| 3, Milford, Midland Div., . | Pile trestle, . . | Stringers, pile bents and caps. |
| North Webster, Shore Line Div. | 2-span stone arch, . | RegROUTED and pointed. |
| 3, Webster, Shore Line Div., | Iron plate girder, . | Wing wall masonry grouted and pointed. |
| 4, West Dudley, Shore Line Div. | Iron plate girder, . | New bridge seats. |
| 6, Saundersdale, Shore Line Div. | Trussed timber stringers. | New and larger truss rods. |
| 358, Scituate, Plymouth Div., . | Pile, | Rebuilt and shortened. |
| 435, West Bridgewater, Plymouth Div. | Pile, | Rebuilt and shortened. |
| 443, Quincy, Plymouth Div., . | Wood stringers, . | New stringers. |
| 357, Weymouth, Plymouth Div., | Wood stringers, . | New stringers. |
| 389, Marshfield, Plymouth Div., | Pile, | 28 new piles. |
| 89, Taunton, Taunton Div., . | Wood trestle, . . | New stringer posts and sills. |
| 117, Somerset, Taunton Div., . | Pile, | 15 new piles and 6 new stringers. |
| 119, Somerset, Taunton Div., . | Pile, | 41 new piles. |
| 265, Taunton, Taunton Div., . | Pile, | 6 new piles. |
| 215, Taunton, Taunton Div., . | Wood stringers, . | New wall plate. |
| 481, Fall River, Taunton Div., . | Pile, | New stringers. |
| 107, Dighton, Taunton Div., . | Wood stringers, . | New floor beams, stringers and wall plates. |
| 657, Lowell, Taunton Div., . | Wood stringers, . | New wall plates. |
| 659, South Framingham, Taunton Div. | Pile, | Piles replaced by wood forms on shore ends. |
| 575, South Framingham, Taunton Div. | Wood, | New stringers. |

Bridges eliminated during the year: bridge No. 682, wood stringers over pass-way one-half mile north of Easthampton, Mass., filled in and eliminated.

ACCIDENTS TO PERSONS.

| KILLED AND INJURED. | IN MASSACHUSETTS. | | | | | | TOTAL ON ALL LINES OPERATED. | |
|---------------------------|---|----------|--|----------|---------|----------|------------------------------------|----------|
| | FROM CAUSES BE- YOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | | | |
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, . | - | 5 | - | 12 | - | 17 | - | - |
| Employees, . | 2 | 69 | 14 | 128 | 16 | 197 | - | - |
| Other persons, | - | 1 | 35 | 43 | 35 | 44 | - | - |
| TOTAL, . | 2 | 75 | 49 | 183 | 51 | 258 | - | - |

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

July 4, 1900. — Westfield: unknown man fell from freight train while stealing ride and was killed.

July 7. — South Boston: Patrick Hayes, freight handler, had ankle sprained on account of running-board slipping.

July 7. — West Barnstable: George C. Smith, brakeman, had one toe broken, caused by falling over trunk in baggage car.

July 7. — Worcester: Joseph Shepard, brakeman, while attempting to board moving engine slipped and fell; right foot run over and badly crushed.

July 7. — Franklin: Thomas Maroney, section laborer, thrown from hand car, cutting his head and leg and bruising shoulder.

July 10. — Attleborough: Mrs. Albion Ayries, attempting to cross track ahead of passing train, was struck by same, receiving numerous injuries.

July 10. — Norwood: John Bethel, blacksmith helper, had instep of left foot bruised by rail rolling off truck.

July 10. — Southbridge: William Shea, baggage master, attempted to couple engine and coach together, and had finger of left hand pinched.

July 11. — Webster: George C. Sweeney, freight brakeman, slipped from the front of engine and fell through bridge, sustaining scalp wound, two broken ribs, and bruises on arms, back and head.

July 11. — Webster: John S. Slansluske, trespasser, struck by train, sustaining cuts on forehead, side and hip bone, crushing the bones.

July 12. — South Bay: William Peers, passenger, attempted to get off moving train; both feet crushed.

July 12. — South Boston: Thomas Hayes, coal shoveller, had hand caught under car wheel, and nail of forefinger taken off.

July 12. — South Boston: John Tierney, freight handler, ran truck off side of running-board and fell, cutting gash in his left leg.

July 13. — South Boston: Patrick McDonough, coal shoveller, was struck in side by a coal tub and had some ribs broken.

July 14. — East Taunton: Alexandrina Raposa, trespasser, was struck by passenger train and instantly killed.

July 15. — Springfield: Robert Morrison, trespasser, was run over by car and fatally injured.

July 16. — Chartley: J. A. McGlynn, freight brakemen, had his hand bruised while trucking freight into car.

July 17. — Nantasket: James McDonough was struck and injured on head while attempting to board train.

July 18. — South Bay: John Devaney, air brake repairer, had left shoulder injured by being struck by piece of smoke stack which had been struck by lightning.

July 21. — Fall River: Daniel F. Leahey, freight brakeman, while setting up brakes, brake-staff broke, throwing him to ground; twelve cars passed over him, badly bruising his right leg and shoulder.

July 25. — West Berlin: M. J. Kitteridge was struck by train while driving two-horse team over crossing; right leg of driver broken, both horses killed and team demolished.

July 29. — Worcester: Fred. S. Garland, locomotive fireman, while getting off the engine his foot slipped and he sprained his ankle.

July 30. — Congamond: W. Macauley, freight brakeman, had left arm crushed while coupling engine to car.

July 31. — Springfield: Benj. F. Thompson, yard brakeman, had shoulder and back bruised by falling from car while switching.

July 31. — Woonsocket Junction: C. C. Monahan, freight brakeman, attempted to board moving car by stepping on brake-beam, but missed his footing; toes of right foot hurt by car wheel.

August 1. — South Boston: H. W. Whitcomb, brakeman, had little finger of right hand jammed by catching it in chain of coupler.

August 2. — Bridgewater: Frank B. Leonard, station baggage master, while loading freight from car, the car was struck by other cars being shifted, throwing him off his feet, putting his shoulder out of joint.

August 2. — Great Barrington: Thomas Smith drove team onto crossing in front of train and was slightly injured.

August 2. — Norwood: John Halloran, blacksmith helper, while carrying a piece of hot iron to the steam hammer, had his arm burned.

August 4. — South Boston: Michael Conway, freight handler, had his foot bruised by a bar of iron dropping on it.

August 6. — Worcester: unknown man struck by switching engine and very slightly injured.

August 6. — South Boston: Emma Reid, car cleaner, slightly bruised about the shoulders and back, caused by other cars being coupled to the one she was working on.

August 6. — South Boston: Timothy O'Keefe, freight handler, had nail of second finger torn off by getting his hand caught between a blower he was unloading and side of car.

August 7. — South Framingham: Philip Curtis, yard brakeman, fell between cars being switched and bruised his left side.

August 8. — Worcester: Daniel Sullivan, freight handler, attempting to push loaded truck into car, struck it against side of car, catching his right hand and cutting same severely.

August 8. — South Boston: Peter Cleary, car coupler, attempting to pull pin connecting engine and coach, had one of his fingers slightly jammed.

August 9. — Harvard Street: W. W. Welch, trespasser, stealing ride on freight train, was struck by overhead bridge, injuring his right hand and both legs.

August 10. — Northborough: John D. Boyden was struck by train while driving over crossing and instantly killed; his horse was also killed and team demolished.

August 10. — South Boston: David F. Byrnes, yard conductor, while alighting from train stepped upon a nail in a plank, running it through his foot.

August 10. — Springfield: Michael Sweeney, engine wiper, had chest squeezed and head cut by being caught in brake rigging.

August 11. — Clinton: James Bergin, in charge of horses in a car, while applying bandage to one of the horses' legs when the train was switching in the yard, was thrown down and stepped on by a horse, sustaining painful injuries.

August 12. — Norfolk: Daniel Creedan, stealing a ride in a car loaded with horses, was severely injured on account of a horse falling upon him when train made a stop.

August 13. — South Boston: Jere. Corbett, car cleaner, had right hand badly bruised by being thrown against door of car in which he was working.

August 14. — Springfield: Daniel Driscoll, trespasser, attempted to board moving train; fell under train; both legs run over, rendering amputation necessary.

August 15. — Roxbury: P. Lomoreaux, locomotive fireman, face and neck burned.

August 17. — Roxbury: Horace M. Walton, steam fitter, toes of right foot injured.

August 17. — Whitins: Peter Manjue, section laborer, was struck by an engine switching and had his nose broken and face cut.

August 18. — Norwood: W. J. Kelly, assistant agent, while loading a trunk into a baggage car, ruptured himself.

August 20. — Roxbury: V. O. Martin, assistant watchman, bruised stomach.

August 20. — South Boston: Horace S. Brott, yard brakeman, while throwing a switch, was struck by a switch engine and had side of his face cut, head and arm bruised and back hurt.

August 23. — Whitins: John Haggerty, trespasser, was found dead upon the track, apparently having been run over by some passing train.

August 25. — Forest Hills: Arris H. Davis, employee in the signal department, while working on signal box, was struck by a passenger train, injuring his hip and back.

August 27. — Ferry Street: William C. Hendrickson, while attempting to board moving train, was thrown to the ground and had right knee badly bruised and hands scratched.

August 28. — Worcester: George McCauley, trespasser, was run over and instantly killed by a switch engine.

August 29. — Mansfield: Lewis P. Carr, freight brakeman, was thrown down on top of car, caused by sudden use of air, and had his back injured.

August 29. — South Boston: Jeremiah Brogen, freight brakeman, had his right foot crushed by slipping from car and getting his foot caught under wheel.

September 1. — Lee: Thomas Brace fell from station platform in front of approaching train and was killed.

September 2. — Whitman: T. K. Miles, watchman, tripping on the concrete floor, fell and sustained injuries to instep, arms, back and kidneys.

September 3. — Fall River: Arthur Sullivan and William Feeney, two boys, aged twelve and thirteen, trespassers, while walking on the track were struck by passenger train and instantly killed.

September 5. — Fairmount: Freddy Rich, about ten years old, trespasser, was struck by passenger train, sustaining a fractured skull.

September 5. — South Boston: Stephen Beatty, coal shoveller, had his head split open by a lump of coal falling upon it from coal bucket.

September 6. — New Bedford: Joseph Ouimett, section laborer, while riding on hand car, fell and was run over, being badly bruised about head and back.

September 8. — Walpole: P. H. White, freight conductor, while walking on covering of interlocking, fell through same and injured his hip.

September 9. — Surfside: James A. Brickley, trespasser, while walking upon the track, was struck by train and had his left leg broken.

September 9. — Back Bay: unknown man, about thirty-five years old, was found lying by side of track in an unconscious condition, having apparently been struck by some passing train.

September 10. — Norwood: F. B. Slattery, machinist apprentice, had middle finger of left hand badly crushed, due to getting it caught in machine.

September 11. — Franklin: John Williams, stealing a ride, in jumping from train was severely injured.

September 14. — South Boston: John Drummy, freight handler, got hand caught and slightly injured while unloading piano.

September 15. — Lowell: A. J. Gay, yard brakeman, while coupling engine and car together, sustained compound fracture of left leg below the knee.

September 17. — South Boston: Edward Daley, yard brakeman, while riding on side of car, struck switch-staff and received injuries.

September 18. — Attleborough: unknown man was struck and instantly killed by an express passenger train; it was evidently suicide.

September 19. — Forest Hills: David T. Scroon, newsboy, in attempting to board a train after it had started, missed his footing and fell under wheels, crushing his right foot, necessitating amputation.

September 19. — East Milton: B. Clyman, peddler, while asleep, drove onto crossing and was struck by a train; face, ankles and arms bruised.

September 21. — Roxbury: John R. McIsaac, attempting to board moving passenger train, received compound fracture of left arm.

September 22. — Worcester: H. O. Richeleau, trying to board moving passenger train, was thrown to the ground and had knee cap broken in four pieces.

September 23. — Green Harbor: H. W. Varney, freight conductor, fell from train, was caught between car truck and platform and received serious injuries; four ribs broken.

September 24. — Roxbury: E. Bondreau, machinist, left thumb cut.

September 24. — Weir Village: J. O. Grosse, trespasser, while walking on track, attempted to get out of the way of passenger train on bridge, fell and was struck by engine.

September 25. — Fall River: Joseph Defour, about nine years of age, trespasser, while walking on track, attempted to cross the track ahead of passenger train and was struck by engine and instantly killed.

September 26. — Clinton: Medus Tredo, painter, fell from bridge upon which he was working and was severely injured, dying about an hour and a half after the fall.

September 28. — Onset Junction: A. R. Bryant, station baggage master, getting from truck where he had been sitting, stepped on apple, slipped and fell, breaking bone in right ankle.

September 29. — South Boston: J. V. B. Merry, freight brakeman, was struck by overhead bridge, receiving slight cuts on hand and head.

October 1. — Canton Junction: Thomas McMillan, about fifty-five years of age, was found dead on track, having been run over by some passing train.

October 1. — Southborough: George W. Whitcomb, freight brakeman, was struck by overhead bridge and knocked from car; left leg broken and body bruised.

October 2. — South Boston: Eugene Bree, freight handler, while walking through yard, being a near way to his home, was run over and instantly killed by an engine.

October 2. — Brockton: Martin Fitzmaurice, while unloading freight from car in yard, fell from car and injured his head and shoulders; he was an employee of the Brockton Street Railway.

October 5. — Norwood: Patrick Conley, machinist helper, had index finger injured by blocking falling on it.

October 6. — Roxbury: John Isaacs, passenger truckman, large toe broken.

October 6. — Springfield: John Callahan, station man, had arm and back injured while assisting to unload iron beam from car.

October 7. — Hyde Park: Henry Clark, trespasser, was struck and injured by passenger train.

October 10. — Roxbury: George C. Dustin, locomotive engineer, was assaulted by ex-employee and received bullet wound.

October 10. — South Bay: man supposed to be Michael Clark, South Boston, was struck by some train and thrown into the water from South Bay draw; he was instantly killed.

October 12. — Milford: Michael Casey, trespasser, was found on the track with leg and foot badly crushed, shoulder badly lacerated and generally shaken up, having been struck by some passing train.

October 12. — Ferry Street: John F. Grogan, yard brakeman, fell from car that was being switched, was run over and instantly killed.

October 13. — South Boston: Patrick J. Hand, delivery clerk, had his right hand, forehead and cheek bruised and stomach injured from carted machinery in freight house.

October 13. — New Bedford: Felix Lazowski, trespasser, while walking upon the tracks, was struck by passenger train, fracturing one rib and badly bruising his body.

October 13. — South Boston: William J. McGrath, freight handler, while trying to move an iron chest, had third finger of left hand jammed by getting it caught.

October 15. — Brockton: Edgar W. Stevens, freight brakeman, attempting to get on switch engine, was caught between engine and station platform, receiving severe injuries.

October 16. — South Boston: John Morgan, freight handler, while carrying a bundle of pipe through freight house, fell over barrel and dislocated his left arm.

October 18. — Roslindale: Charles Leadbetter, passenger, attempted to alight before train had come to a stop, and fell on his head on station platform, receiving slight injuries.

October 20. — Roxbury: Edward Carding, car cleaner, had face and left hand burned by throwing some crude oil into fire in boiler.

October 22. — Roxbury: Patrick Kenney, laborer, right leg jammed.

October 22. — South Boston: Patrick Curry, engine wiper, attempted to cross tracks at Dorchester Avenue, was struck by passenger train and instantly killed.

October 22. — Norwood: Thomas Drummey, machinist helper, had first joint of middle finger of left hand crushed, on account of pipe he was cutting slipping in the vise.

October 23. — Readville: Daniel Murray, switchman, while crossing tracks to throw switches, caught foot in signal wires and badly wrenched right ankle.

October 23. — Roxbury: J. Cosgrove, laborer, left ankle sprained.

October 24. — Chelmsford: James Taylor, while walking on track, stepped to one side to allow train to pass, and just as he did so the train struck two colts, throwing one of them against him, bruising him considerably.

October 24. — Southbridge: Charles Ainsley, fireman, getting off engine, stepped on round stone and turned his ankle, breaking two small bones.

October 25. — Roxbury: Daniel Stone, laborer, scalp wound.

October 25. — South Worcester: Phileas Bezina, car inspector, while inspecting cars being handled by switcher, was thrown to ground and his back, stomach and hips were injured.

October 26. — Quincy Adams: William Gillis, freight conductor, while riding on side of car that was being switched, struck switch-stand and had one rib broken.

October 29. — Fall River: James D. Phillips, bridge carpenter, while working on Slade's Ferry bridge, was struck by pulley block, cutting gash in right side of his head.

October 31. — South Walpole: Preston Cheney, while driving towards crossing, evidently lost control of his horse, as same ran into side of engine; both man and horse were injured, the latter having to be killed.

November 1. — South Boston: J. Samuel Wells, check clerk, had calf of leg badly bruised by case of paper falling on it.

November 2. — Ellis: Fred Raymond, mason, while working on bridge, slipped on end of one of the planks he was moving from staging, and fell to the ground, fracturing both ankles.

November 2. — Norwood: Jeremiah Quinlan, boiler maker's helper, while assisting in flanging a sheet, was struck on head by sledge in hands of another helper, receiving severe scalp wound.

November 5. — Roxbury: Fred A. Hiltz, car inspector, while standing on chair to put his overalls away on shelf, was thrown to floor by chair tipping, and left arm was broken.

November 6. — Darlington: Simon Sherlock, while attempting to cross tracks in front of freight train, either stumbled and fell or was struck by engine and knocked down; his forehead was scratched and head and hip bruised.

November 7. — South Boston: William Stewart, yard brakeman, fell to ground from freight car on account of brake-wheel coming off, and had his right ankle injured.

November 7. — South Boston: Patrick Cullinane, freight handler, while trucking case of paper from car, caught his foot between case and rise-board, receiving slight bruises.

November 8. — South Boston: John J. O'Brien, freight handler, had second toe of right foot bruised by getting it caught under roll which he was using in unloading piece of machinery from car.

November 9. — Back Bay: Henry Lynch, employed in Roxbury shops, while riding on empty train of cars, attempted to alight while train was in motion, missed his footing, fell, and was struck by portion of the train, injuring him so that he died about an hour later.

November 10. — Roxbury: John Higgins, teamster, while unloading brick from car, was thrown down by the end board of car falling, breaking his leg.

November 13. — Crescent Avenue: Cornelius Crotty, South Boston, was found dead beside the track near Crescent Avenue station, apparently having been struck by some train.

November 16. — Rockland: Mrs. J. W. Child and Mrs. James Polk, passengers, were slightly injured on account of car in train derailing.

November 17. — Pecowsic: unknown man, trespasser, while walking on track just north of station, was struck by engine and instantly killed.

November 17. — Weymouth: Herman Damon, trespasser, was struck by train and instantly killed.

November 20. — Walpole: Harry Brunner, freight brakeman, while getting down between two cars, stepped through trestle over which cars were passing, caught his foot, fell, and car passed over his leg.

November 21. — Myricks: C. A. Westgate, freight brakeman, while between two cars, adjusting couplers, slipped and fell, and one car passed over his leg.

November 22. — South Boston: John Foley, coal shoveller, had his knee injured and was badly burned on face and body by explosion of a cartridge which had been placed in stove by another employee at Foley's request.

November 23. — Canton Junction: William E. Slater, freight brakeman, while riding on side of car, was knocked off by dwarf signal and badly bruised.

November 24. — South Boston: William J. Vaughan, freight brakeman, was thrown from car which was being switched, and received a compound fracture of his right leg.

November 29. — Nantasket Junction: Charles H. Parker, passenger, jumped from train after it left station, fell and cut his nose and mouth.

December 1. — East Douglas: John Hanley, section laborer, while moving rock had his left leg broken by boulder rolling upon it.

December 5. — Dorchester: A. Barker, alighting from train, fell from car step to platform, striking on his head, rendering him unconscious.

December 6. — Northampton: James Burrows, night watchman, face and hands burned.

December 7. — Whitins: Benjamin F. Powers, passenger, was struck by bullet fired through car window while train was running.

December 10. — Norwood Central: Theodore Globe, freight conductor, jumped from coach that was being switched, fell, and was run over, having his right foot crushed and knee badly lacerated.

December 10. — South Braintree: M. P. Frazer, yard brakeman, while attempting to cross track in front of switcher, was struck and his hip dislocated.

December 11. — Ferry Street: Mrs. Timothy Reardon, while under coal pocket, was struck by car that was being switched, and had her right knee sprained.

December 12. — Norwood: James Hefferan, boiler maker's helper, while stepping back of the man-hole on slope back of tank, fell backward onto ground, slightly injuring him about the chest.

December 14. — Dedham: W. H. Winchenbach, locomotive engineer, right side of face burned.

December 15. — Nantasket Junction: James Gillis, passenger, while passing from one car to another, fell to the ground, receiving scalp wound and injuring his breast.

December 16. — Norwood: William Cleary, boiler maker, had third finger of left hand jammed and scalded while repairing man-hole on stationary boiler, caused by cover falling on left hand.

December 18. — Whitman: Hugh McCormick, freight brakeman, stepped from his train directly in front of another, and was struck and badly injured.

December 19. — Myricks: David Saillant, switchman, was run over by some cars that were being switched, and had his legs, arms and hands badly mangled.

December 20. — Norwood: F. B. Slattery, machinist apprentice, while applying brass to strap, struck his thumb with hammer, resulting in small piece being taken off.

December 21. — Norwood: Bartley Kelly, laborer, had instep of right foot injured by small truck falling on his foot.

December 23. — Easton: James F. Burns, freight brakeman, had his face cut and bruised by air-hose bursting on train stopping suddenly.

December 24. — Middleboro Junction: Stephen Mahoney, section laborer, had his big toe broken and other toes crushed by rail falling on his foot.

December 24. — Westfield: P. W. Daly, yard conductor, fell from train in yard and was killed.

December 25. — Taunton: Frank C. Hammond, fireman, was thrown from tender of engine, while switching cars, receiving wound on his wrist and injuries to his back.

December 26. — Westfield: George Larrabee, yard brakeman, had his right hand smashed while coupling engine to car.

December 26. — Norwood: H. C. Foley, blacksmith, while putting piece of iron in fire, it fell, causing him to get his left hand entangled in crane, tearing nail off.

December 26. — Newport Road: J. C. Martell, freight brakeman, was found in an unconscious condition with bad cut over his right eye, evidently having been struck by overhead bridge.

December 29. — Great Barrington: Frank Forrest, stealing a ride on a train, fell and was killed.

December 29. — Roxbury: Andrew Fraser, fireman, attempting to cross tracks, was struck by switching engine, receiving fatal injuries.

Jan. 1, 1901. — Fall River: William Meadowcroft, freight handler, while going from wharf to cotton shed, slipped on some steps and injured his ankle.

January 2. — Attleboro Junction: W. A. Brown, freight brakeman, was badly bruised about hips, back and face, by being knocked from steps of freight car by snow bank.

January 3. — Northborough: Mrs. Lucy F. Paul attempted to cross track at Main Street crossing, passing under gates which were down, and was struck by train and instantly killed.

January 4. — Attleborough Junction: Patrick C. Wall, freight brakeman, switching cars, was riding on top of car when air-brakes were applied, and was thrown to ground, bruising his left eye and having his hand run over by car wheel.

January 5. — Webster: Miss Mary Hastings attempted to cross tracks at Main Street crossing, passing under gates which were down, and was struck by train and received cut on forehead and lip, also internal injuries.

January 6. — Roxbury: R. E. Straw, locomotive engineer, face, wrist and hair burned.

January 8. — Hyannis: Albert W. West, section foreman, while unloading coal from car, tripped and fell, striking on his back, bruising him considerably.

January 8. — South Boston: Frank Swift, freight brakeman, while passing under bridge on freight car, raised his head too quickly, was struck and injured about his head and chest.

January 9. — South Boston: J. B. Drew, machinist, while running lathe, had his finger caught in machinery, which resulted in amputating second joint of middle finger of left hand.

January 11. — Fall River: William Murray was found upon track with left arm and leg broken and head badly bruised, having fallen over high wall.

January 11. — Harrison Square: E. C. Bockus and Edward Richards, crossing tender, were struck by passenger train at Park Street crossing; Mr. Bockus was killed and Mr. Richards severely injured. Mr. Bockus attempted to cross track in front of train, and Mr. Richards made an attempt to save him, with above results.

January 12. — Pittsfield: John Noonan, brakeman, fell from car while switching in yard, and bruised right shoulder and foot.

January 15. — Norwood: William Norbut, machinist helper, while assisting in removing dry pipe from locomotive, missed his footing and fell from beam onto floor, injuring his left arm and side.

January 16. — Norwood: W. A. Foster, carpenter, had two arteries in left wrist cut, bone and cord injured, by coming in contact with circular saw.

January 17. — Readville: Timothy Coughlin and Edward Welch, trespassers, were struck by freight train, the former being instantly killed and the latter severely injured internally.

January 22. — Roxbury: James Blake, Jr., steam fitter, toes of right foot bruised.

January 23. — Springfield: John Burbank, car cleaner, slipped on steps of passenger car and sprained his wrist.

January 24. — Northbridge: Alvin O. Felton, trespasser, was found badly mangled beside the tracks, having been struck by some passing train.

January 25. — Seaside: Alexander Scott committed suicide by throwing himself in front of a passenger train.

January 26. — Sharon: Marco DePetro, section laborer, unloading ties, allowed one to fall upon his right foot, crushing his toes.

January 28. — East Junction: Antonio Russo, section laborer, while unloading rail from car, had forefinger of left hand caught between rail and car, and crushed.

January 29. — Quincy: Orin Leighton, freight brakeman, was struck by overhead bridge; face and back cut.

January 31. — Dedham: John Daily, yard switchman, was struck in eye by some unknown object, receiving bad cut.

February 1. — Norfolk: Frank Sinean, section laborer, had both hands blown off at wrist and received serious injury about face, caused by dynamite exploding.

February 2. — Mount Hope: Michael Lennon, trespasser, was struck and run over near above station, and seriously injured.

February 4. — South Boston: Patrick Foley, freight handler, unloading coal, had his back injured by coal falling upon him.

February 5. — South Framingham: Joseph S. Donaldson, freight brakeman, had his head crushed in some way, probably between tender of engine and car, receiving fatal injuries.

February 6. — South Boston: Martin Curran, section laborer, was run over by switching engine and fatally injured.

February 6. — North Carver: Diston Bruce, who was unloading grain for Russell & Shurtleff, fell and broke his collar-bone.

February 7. — Roxbury: F. E. Goodfellow, locomotive engineer, little finger of right hand jammed.

February 7. — Springfield: John M. Sheridan, brakeman, had his hand caught between dead-wood of engine and car; one finger broken.

February 8. — North Carver: Thomas Daily, freight handler, fell backwards off platform and bruised his forehead.

February 9. — Back Bay: James Delacado, section laborer, was struck by light engine and fatally injured.

February 9. — Norwood: Frank Duffy, machinist helper, while assisting to move driving wheels in the drop pit, was caught between crank-pin and wall, resulting in severe internal injuries.

February 9. — Webster: Mrs. William Commons, while running towards train on bridge north of station, was struck by train and killed.

February 11. — Roxbury: Patrick Gray, laborer, finger of right hand jammed.

February 11. — South Framingham: Sanford H. Acorn, carpenter, fell from ladder and was badly shaken up; no bones broken.

February 15. — Middleborough: Robert S. Phillips, car inspector, was slightly injured by hand brake-wheel breaking.

February 17. — South Weymouth: Frank Wynan, trespasser, was found dead lying beside track just north of station; it is not known how he met his death.

February 18. — South Boston: Michael Canavan, machinist's helper, while lowering angle iron, disconnected chain, allowing one side of iron to fall on his foot, crushing it badly.

February 19. — Taunton: John Walters, blacksmith, was crushed by falling locomotive tank under which he was working, the supports giving way; side and leg bruised.

February 19. — Taunton: William A. Campion, blacksmith, was killed by being crushed by falling locomotive tank under which he was working, the supports giving way.

February 19. — Morrills: S. D. Buck, freight conductor, had right finger jammed between barrel and car while unloading freight.

February 20. — South Worcester: Frank Fitzpatrick, trespasser, while attempting to cross track, was struck by switcher and toes of foot were crushed, and face and head badly bruised.

February 21. — Whitman: Robert O'Brien, passenger, had right leg cut off just above knee and left foot crushed, in stepping from train while in motion, which threw him under car.

February 21. — James O'Farrell, fireman, was under engine cleaning out ash pan, when engine started and ran over his foot, crushing it badly.

February 25. — South Braintree: P. A. Whitcomb, yard switchman, while coupling engine to car, had his hand bruised.

February 26. — South Boston: R. T. Meekin, yard brakeman, had his right hip bruised and left eye cut by being knocked off side of car by guy post.

February 27. — Sandersdale: C. E. Bateman, freight brakeman, was severely injured about body by having truck and case of freight fall on him.

February 28. — Norwood: Henry Merrill, engineer, was found dead between the tracks near above station, evidently having been struck by some passing train.

March 2. — Armory: Harold Johnson, trespasser, attempted to board moving train and fell under it, receiving slight scalp wound and having left ankle broken.

March 5. — South Boston: John McLaughlin went under crossing gates, which were down for passing train, and was struck and fatally injured.

March 6. — Williamsburgh: T. J. Breckenbridge, brakeman, had two ribs broken while coupling engine to coach.

March 7. — South Boston: Dennis Tompkins, carpenter, was injured about face while removing sill from box car.

March 13. — South Boston: D. S. Blagden, machinist, had his neck and face scalded while plugging leaky flue on engine.

March 16. — Hanover: M. P. Butler, freight conductor, fell from second story floor of station, and received fatal injuries internally.

March 17. — South Framingham: A. F. Lincoln, freight conductor, in getting off train, was thrown to ground and slightly injured.

March 19. — Roxbury: J. E. Henry, helper, blow on right side.

March 20. — Roxbury: P. J. Hartnett, blacksmith, piece of chisel in thumb.

March 22. — Back Bay: James Cotter, employee of Boston Elevated Railway, working over our tracks, fell from structure to our road bed and was badly bruised.

March 22. — Spring Street: W. A. Trussell, freight brakeman, fell from top of freight car, sustaining injuries about his back and hips.

March 23. — Atlantic: Miss Charlotte Russell, passenger, had two fingers badly jammed by catching them in car door.

March 25. — Roxbury: Thomas Sullivan, passenger truckman, broken leg.

March 26. — Lowell: Charles A. Whittier, fireman, had forefinger of left hand crushed by catching it between fire-box and door.

March 27. — Webster: Edward Farrell crawled under gates at crossing south of station, was struck by train and instantly killed.

March 28. — Wampum: B. L. Langley, section foreman, had his arm fractured while attempting to catch piece of timber that was about to fall from push cart.

March 30. — Roxbury: P. F. Sanford, laborer, finger of right hand bruised.

April 2. — Pleasant View: Nathaniel Webber and Llewellen Mahar, while driving over the crossing at Mendon Road, were struck by train and instantly killed.

April 6. — West Quincy: Mrs. Christiania Peterson attempted suicide by placing her head on rail in front of passing train; was struck, but not fatally injured.

April 7. — Quincy: J. J. Good, freight brakeman, was evidently struck by overhead bridge and quite badly injured; he was found lying on tender of engine in unconscious condition.

April 8. — Boylston Street: John C. Porter, freight brakeman, was found between freight cars in yard, with arm, leg and neck broken; it is thought that he attempted to make coupling, and slipped under car wheels.

April 9. — North Abington: Miss Anastasia McDonald, trespasser, was struck near crossing and fatally injured.

April 11. — Springfield: Bernard U. Boyce, brakeman, had finger injured while coupling engine to smoker.

April 13. — Walpole: F. M. Fisher, freight conductor, had three ribs dislocated by falling from monitor in his caboose.

April 16. — Oxford: Thomas E. Carlisle, freight conductor, was thrown from monitor of caboose to floor of car, slightly cutting his head and injuring his back.

April 19. — South Boston: Cornelius Hunt, laborer, had foot bruised while pulling off wheels at wheel press.

April 19. — South Braintree: Dennis Reardon, section laborer, while unloading switch timbers, slipped and fell, straining his leg.

April 20. — Worcester: Samuel Moore, yard brakeman, while riding on side of freight car, was struck by another car, bruising his left side.

April 21. — Douglas: Fred Vassar was found seriously injured, lying beside tracks, and states that he was stealing ride, and fell off car.

April 22. — Roxbury: W. H. Davis, locomotive engineer, cut and bruised elbow.

April 22. — South Boston: John Williams, carpenter, had his finger caught while removing hydraulic jack from shop yard.

April 23. — Readville: Arthur C. Clark, fireman, T. Shields, baggage master, F. L. Winslow, brakeman, Frank Holman, Somerville, passenger, were all slightly bruised on account of train colliding with cars standing on siding.

April 24. — South Boston: Thomas Lee, laborer, was struck on head by handle of yard derrick slipping from his grasp.

April 24. — Worcester: Thomas Brady, yard clerk, while stepping from engine, broke bone of his left ankle.

April 29. — Fall River: Thomas Sullivan, freight handler, had left ankle fractured by bale of cotton falling upon it.

April 29. — Crescent Avenue: Michael Bennett, section laborer, while loading switch point, got his fingers caught and jammed.

April 29. — Springfield: Edward O. Kimball jumped from train before it came to a stop; one foot went under wheels, rendering amputation necessary.

April 29. — Boston: Mary Curran, car cleaner, had right side of back injured by being thrown against back of seat of car that she was cleaning.

May 1. — Marshfield Hills: R. D. McDonald, bridge carpenter, had his left leg caught between two piles, breaking it below the knee.

May 1. — Mariborough: Augustus A. Moddox, trespasser, while walking upon track, was struck by passenger train and instantly killed.

May 3. — Attleboro Junction: William Tuleston, freight conductor, was thrown on his head in caboose, cutting gash over his right eye; accident caused by sudden application of air brakes.

May 3. — Back Bay: William Conley, section laborer, while assisting in tearing off roof of old shed, timbers gave way, letting him fall, bruising him considerably.

May 3. — North Easton: A. R. Tilden, freight clerk, while assisting expressman in moving case on his wagon, was thrown to ground, breaking his leg.

May 4. — Blackstone: Randolph Feather, section laborer, had his right leg broken by pole slipping and falling on him.

May 6. — South Worcester: Robert Hartford of Worcester, while unloading freight, attempted to pass from car door to window of building while switcher was moving cars, and was caught and considerably bruised.

May 7. — Holyoke: Albert Richards, brakeman, was bruised about head by striking overhead bridge.

May 9. — South Boston: L. Channey, fireman, while standing on tender of engine, was struck by overhead bridge; received scalp wound and injury to shoulder.

May 9. — South Braintree: J. T. Thomas, freight conductor, while jumping from one car to another, slipped and fell, car wheels passing over him, causing fatal injuries.

May 12. — Back Bay: Ida Lake, attempting to board passenger train after it had started from station, fell between cars, was run over and fatally injured.

May 13. — Pittsfield: Thomas Murray, trespasser, was struck by train and slightly bruised.

May 14. — South Braintree: Thomas Barrett, section laborer, was driving casting out of frog, when chip flew off, cutting his nose.

May 15. — Quincy: George S. Juby, freight conductor, attempting to get on train while it was in motion, caught his foot, fell under wheels, and two passed over his right leg below the knee.

May 16. — Readville: John Larkin, section foreman, was struck by switch engine and had his head and back bruised.

May 17. — Great Barrington : James Bird, trespasser, while walking on track at night, fell from abutment of bridge and was killed.

May 17. — Roxbury : Charles Hynes, car cleaner, while cleaning car, fell from broken stepping-horse to plank walk, injuring his left side.

May 17. — Readville : George Gee, passenger brakeman, while making coupling, was caught between car and engine, bruising muscles and straining chest.

May 20. — South Bay : Thomas Gorman, while walking on tracks, was struck by train and had his left arm bruised and cut.

May 23. — Cedar Grove : Joseph D. Chute, attempting to board train after it had left station, was thrown to the track and struck on his head on rail, sustaining injury which proved fatal.

May 23. — South Boston : J. Isaacs, ash pan cleaner, attempting to crawl out of ash pit, was run over by engine and had his left leg crushed.

May 24. — Norwood : Thomas F. Healey, machinist, while cutting babbitt received cut on left hand, due to top of head of chisel breaking off.

May 24. — Springfield : Matthew Martin, brakeman, while coupling switch engine to mail car, had his face injured and teeth knocked out by flying pin.

May 25. — Dedham : Robert Fulton, freight conductor, fell from car of his train, was run over and his right leg was badly bruised.

May 26. — Sheffield : George Darling, trespasser, was struck by work extra and killed.

May 26. — Marlborough : C. L. Washburn, car inspector, while trying to catch ball which was thrown by some of the station men, slipped and fell backward, dislocating his right elbow.

May 27. — Springfield : Peter Campello, station man, had his elbow injured while unloading freight.

May 30. — Springfield : William A. Perry, brakeman, slipped from car and went under engine ; not seriously injured.

May 31. — Stoughton : John Haggerty, trespasser, was found upon track with bad scalp wound and in an unconscious condition ; it is not known how he received his injuries.

June 1. — South Boston : Cornelius Shea, freight handler, had his right hand cut in unloading crate of berries.

June 1. — South Boston : Daniel Cronin, freight handler, had his right hand cut in unloading crate of berries.

June 1. — East Douglas : Peter Sane, section laborer, slipped and fell from hand-car sustaining slight strain of leg, as well as flesh wound.

June 3. — Canton Junction : Timothy O'Leary, trespasser, was found on track in unconscious condition, with cut on his head.

June 3. — Brayton : William H. Bundy, motorman, received cut in throat by glass casing of motor-box blowing in.

June 4. — Westfield : J. Brazill, yard conductor, had his arm broken by being struck by cars which were being switched.

June 5. — South Worcester : John J. Croak, trespasser, attempting to board moving freight train, fell under wheels, was run over and had left arm and both legs cut off.

June 7. — South Boston : Michael Foley, freight handler, had his left wrist cut while handling case of meat.

June 10. — South Boston : John O'Brien, freight handler, had second finger of right hand bruised in unloading freight from car.

June 11. — South Boston: Harry Whitcomb, yard brakeman, was thrown from car, injuring left leg and chest.

June 12. — South Boston: Bart. Sullivan, car cleaner, slipped from top of car and injured his spine.

June 13. — Harrison Square: Mrs. Thompson, passenger, caught and jammed the fourth finger of right hand in car door.

June 15. — Norwood: Edward Abely, boiler maker's helper, while crossing yard, stepped on rail, straining his left foot.

June 16. — Neponset: Italian laborer, putting down rail, caught and jammed third finger of right hand.

June 18. — Milton: C. M. Allen, freight brakeman, climbing up side of car, struck roof of station, fracturing his right shoulder and wrist.

June 18. — East Blackstone: Patrick Burns, trespasser, was found lying on track, having been struck by some passing train; right side bruised, right knee swollen and left ankle sprained.

June 18. — Norwood: D. R. McNeal, blacksmith, was struck in eye by piece of steel, cutting it so badly that eye had to be removed.

June 19. — Attleborough Falls: Mike Nadeau, farm laborer, while driving over private crossing, was struck by train and slightly injured; horse was killed and wagon demolished.

June 20. — South Boston: Bartley Dooley, freight handler, while unloading sugar mixer, had his left arm caught and bruised.

June 21. — South Worcester: Charles Patnode, freight brakeman, attempting to get on engine while it was in motion, slipped and fell, crushing his foot.

June 21. — Blackstone: Michael Riley, section laborer, was struck by train and received fatal injuries.

June 24. — East Douglas: Martin Tomasek, trespasser, jumping from freight train, bruised his face, hands and feet.

June 24. — South Boston: Cornelius Welch, freight handler, sprained his right ankle by slipping on iron rise-board.

June 26. — South Boston: John Hennebury, freight handler, trucking freight, had point of nail driven into his left hand.

June 26. — Tremont: William F. Campbell, freight brakeman, attempting to turn angle-cock on air-brake coupling, had his arm caught and bruised below elbow.

June 29. — South Boston: Timothy Breen, freight handler, had little finger of left hand cut by another employee accidentally striking it with hook.

June 30. — Cohasset: Isaac L. Morey, trespasser, was found dead upon track; it is supposed he came in contact with third-rail electric circuit.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NEW YORK, NEW HAVEN & HARTFORD RAILROAD COMPANY,
NEW HAVEN, CONN.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John M. Hall, *President*, New Haven, Conn. W. F. Merrill, *First Vice-President*, New Haven, Conn. Percy R. Todd, *Second Vice-President*, New Haven, Conn. Wm. E. Barnett, *Third Vice-President*, New Haven, Conn.

F. S. Curtis, *Fourth Vice-President*, Boston, Mass. Wm. D. Bishop, Jr, *Secretary*, Bridgeport, Conn. Wm. L. Squire, *Treasurer*, New Haven, Conn. F. A. Farnham, *Acting Attorney*, New Haven, Conn. H. M. Kochersperger, *Comptroller*, New Haven, Conn. W. E. Chamberlain, *General Manager*, Boston, Mass. C. H. Platt, *General Superintendent, Western District*, New Haven, Conn. C. Peter Clark, *General Superintendent, Eastern District*, Boston, Mass. J. W. Miller, *General Superintendent, Marine District*, New York, N. Y. Geo. L. Connor, *Passenger Traffic Manager*, New Haven, Conn. C. T. Hempstead, *General Passenger Agent, Rail Lines West of New London and Willimantic*, New Haven, Conn. A. C. Kendall, *General Passenger Agent, Rail Lines East of New London and Willimantic*, Boston, Mass. O. H. Taylor, *General Passenger Agent, Marine District*, New York, N. Y. N. A. Willcox, *General Freight Agent, Rail Lines West of New London and Willimantic*, New Haven, Conn. J. M. Williams, *General Freight Agent, Rail Lines East of New London and Willimantic and Marine District*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

William D. Bishop, Bridgeport, Conn. Charles P. Clark (deceased March 21, 1901). Joseph Park, New York, N. Y. Chauncey M. Depew, New York, N. Y. Henry S. Lee, Springfield, Mass. William Rockefeller, New York, N. Y. Leverett Brainard, Hartford, Conn. J. Pierpont Morgan, New York, N. Y. George Macculloch Miller, New York, N. Y. John M. Hall, New Haven, Conn. Charles F. Choate, Boston, Mass. Nathaniel Thayer, Boston, Mass. Royal C. Taft, Providence, R. I. Charles F. Brooker, Ansonia, Conn. Carlos French, Seymour, Conn. George J. Brush, New Haven, Conn. I. De Ver Warner, Bridgeport, Conn. Arthur D. Osborne, New Haven, Conn. Frank W. Cheney, So. Manchester, Ct.

We hereby certify that the statements contained in the foregoing return are full, just and true.

WM. D. BISHOP,
CHAS. F. BROOKER,
GEO. J. BRUSH,
L. BRAINARD,
N. THAYER,
CARLOS FRENCH,
CHARLES F. CHOATE,
ARTHUR D. OSBORNE,
JOSEPH PARK,
GEO. MACCULLOCH MILLER,
ROYAL C. TAFT,
JOHN M. HALL,
HENRY S. LEE,

Directors.

W. L. SQUIRE,

Treasurer.

W. E. CHAMBERLAIN,

General Manager.

STATE OF NEW YORK.

CITY AND COUNTY OF NEW YORK, SS. Sept. 21, 1901. Then personally appeared the above-named Wm. D. Bishop, Chas. F. Brooker, Geo. J. Brush, L. Brainard, N. Thayer, Carlos French, Charles F. Choate, Arthur D. Osborne, Joseph Park, Geo. Macculloch Miller, Royal C. Taft, John M. Hall and Henry S. Lee, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRANK E. HALL,
Notary Public No. 12, N. Y. County.

STATE OF CONNECTICUT.

CITY AND COUNTY OF NEW HAVEN SS. SEPT. 24, 1901. Then personally appeared the above-named W. L. Squire and W. E. Chamberlain and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

AVERY CLARK,
Notary Public.

RETURN

OF THE

NORTH BROOKFIELD RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1901.

[Leased to and operated by the Boston & Albany (New York Central & Hudson River, lessee).]

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|------------|
| Rental received from lease of road, | \$3,000 00 |
| Income from other sources: | |
| Rent of hall, | \$25 00 |
| Interest on deposits, | 11 71 |
| | 36 71 |
| GROSS INCOME, | \$3,036 71 |
| Expenses and charges upon income accrued during the year: | |
| Taxes, | \$255 58 |
| Other expenses and charges upon income: | |
| sundries, | 8 94 |
| | 264 52 |
| TOTAL EXPENSES AND CHARGES UPON INCOME, | 264 52 |
| NET DIVISIBLE INCOME, | \$2,772 19 |
| Dividends declared (2½ per cent), | 2,500 00 |
| Surplus for the year ending June 30, 1901, | \$272 19 |
| Amount of surplus June 30, 1900, | 248 57 |
| TOTAL SURPLUS JUNE 30, 1901, | \$520 76 |

| GENERAL BALANCE SHEET, JUNE 30, 1901. | |
|--|--------------|
| ASSETS. | DR. |
| Cost of road, | \$100,000 00 |
| Cash, | 520 76 |
| TOTAL, | \$100,520 76 |
| LIABILITIES. | CR. |
| Capital stock, | \$100,000 00 |
| Profit and loss balance (surplus), | 520 76 |
| TOTAL, | \$100,520 76 |

| CAPITAL STOCK. | | |
|---|--------------|--------------|
| Capital stock authorized by law, | \$100,000 00 | |
| Capital stock authorized by votes of company, | 100,000 00 | |
| Capital stock issued and outstanding, | | \$100,000 00 |
| Number of shares issued and outstanding, | 1,000 | |
| Number of stockholders, | 42 | |
| Number of stockholders in Massachusetts, | 41 | |
| Amount of stock held in Massachusetts, | \$99,900 00 | |

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED. | Total. | In Massa- chusetts. |
|--|--------|------------------------|
| | Miles. | Miles. |
| Length of main line, | 4.000 | 4.000 |
| Length of side track, etc., | 1.310 | 1.310 |
| TOTAL LENGTH OF TRACK OWNED, | 5.310 | 5.310 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NORTH BROOKFIELD RAILROAD COMPANY,
NORTH BROOKFIELD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Alden Batcheller, *President*, North Brookfield, Mass. John B. Dewing,
Vice-President and Treasurer, North Brookfield, Mass. George R. Hamant,
Clerk of Corporation, North Brookfield, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Alden Batcheller, North Brookfield, Mass. John B. Dewing, North Brook-
field, Mass. George R. Hamant, North Brookfield, Mass. Edward A. Batch-
eller, North Brookfield, Mass. Freeman R. Doane, North Brookfield, Mass.
Samuel A. Clark, North Brookfield, Mass. Sumner Holmes, North Brook-
field, Mass.

We hereby certify that the statements contained in the foregoing return are
full, just and true.

ALDEN BATCHELLER,
JOHN B. DEWING,
GEORGE R. HAMANT,
E. A. BATCHELLER,
SAMUEL A. CLARK,
SUMNER HOLMES,
F. R. DOANE,

Directors.

JOHN B. DEWING,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. NORTH BROOKFIELD, Aug. 30, 1901. Then personally appeared the above-named Alden Batcheller, John B. Dewing, Geo. R. Hamant, E. A. Batcheller, Samuel A. Clark, Sumner Holmes and Freeman R. Doane, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

TIMOTHY HOWARD.

Justice of the Peace.

RETURN

OF THE

NORWICH & WORCESTER RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1901.

[Leased to and operated by the New York, New Haven & Hartford.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|-----------------------|
| Rental received from lease of road, | \$288,000 00 |
| Income from other sources: interest received, | 722 39 |
| GROSS INCOME, | \$288,722 39 |
| Expenses and charges upon income accrued during the year: | |
| Salaries and maintenance of organization, | \$521 87 |
| Interest on funded debt, | 48,000 00 |
| TOTAL EXPENSES AND CHARGES UPON INCOME, | 48,521 87 |
| NET DIVISIBLE INCOME, | \$240,200 52 |
| Dividends declared (8 per cent), | 240,000 00 |
| Surplus for the year ending June 30, 1901, | \$200 52 |
| Amount of surplus June 30, 1900, | 1,231,531 13 |
| TOTAL SURPLUS JUNE 30, 1901, | \$1,231,731 65 |

| GENERAL BALANCE SHEET JUNE 30, 1901. | |
|---|-----------------------|
| ASSETS. | DR. |
| Cost of road, | \$3,985,254 62 |
| Cost of equipment, | 179,750 67 |
| Lands in Massachusetts, | 3,107 08 |
| Stock of Norwich & New York Transportation Company, | 500,000 00 |
| TOTAL PERMANENT INVESTMENTS, | \$4,668,112 37 |
| Cash, | \$92,649 72 |
| Bills receivable, | 285,000 00 |
| Other cash assets, | 12,512 00 |
| TOTAL CASH AND CURRENT ASSETS, | 390,161 72 |
| Materials and supplies, | 450,869 65 |
| TOTAL, | \$5,509,143 74 |

| LIABILITIES. | | Cr. | |
|---|--|--------------|----------------|
| Capital stock, common, | | \$6,600 00 | |
| Capital stock, preferred, | | 3,000,000 00 | |
| TOTAL CAPITAL STOCK, | | | \$3,006,600 00 |
| Funded debt, | | | 1,200,000 00 |
| Current liabilities: | | | |
| Audited vouchers and accounts, | | \$7,333 09 | |
| Dividends not called for, | | 3,023 00 | |
| Matured interest coupons unpaid (including coupons due July 1), | | 180 00 | |
| Rentals due and unpaid (including rentals due July 1), | | 60,276 00 | |
| TOTAL CURRENT LIABILITIES, | | | 70,812 09 |
| Profit and loss balance (surplus), | | | 1,231,731 65 |
| TOTAL, | | | \$5,509,143 74 |

| PROPERTY ACCOUNTS. | | | |
|---|--|----------|------------|
| Additions to construction account: | | | |
| Bridging, | | \$928 50 | |
| Lands, land damages and fences, | | 80 00 | |
| Elimination of grade crossings, | | 2,561 88 | |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | | | \$3,570 38 |

| CAPITAL STOCK. | | | |
|---|--------|----------------|----------------|
| Capital stock authorized by law, | | \$3,825,000 00 | |
| Capital stock authorized by votes of company, | | 3,000,000 00 | |
| Capital stock issued and outstanding, common, | | | \$6,600 00 |
| Capital stock issued and outstanding, preferred, | | | 3,000,000 00 |
| Total capital stock outstanding, | | | \$3,006,600 00 |
| Number of shares issued and outstanding, common, | 66 | | |
| Number of shares issued and outstanding, preferred, | 30,000 | | |
| Total number of shares outstanding, | | 30,066 | |
| Number of stockholders, | | 953 | |
| Number of stockholders in Massachusetts, | | 791 | |
| Amount of stock held in Massachusetts, | | \$2,494,900 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|----------------------------|-------------------|-------------------|---------------------|--------------------------------|
| Debenture bonds, | Per Cent. 4 | March 1, 1927, | \$1,200,000 00 | \$48,000 00 |

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED. | Total. | In Massa- chusetts. |
|--|------------------|------------------------|
| Length of main line, | Miles. 70.970 | Miles. 17.830 |
| Length of branch line, | .630 | - |
| TOTAL LENGTH OF LINE OWNED, | 71.600 | 17.830 |
| Length of side track, etc., | 36.640 | 11.520 |
| TOTAL LENGTH OF TRACK OWNED, | 108.240 | 29.350 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NORWICH & WORCESTER RAILROAD COMPANY,
NEW HAVEN, CONN.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

A. George Bullock, *President*, Worcester, Mass. Massena M. Whittemore,
Treasurer and Clerk of Corporation, New Haven, Conn.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Edward L. Davis, Worcester, Mass. Thomas B. Eaton, Worcester, Mass.
Josiah H. Clarke, Worcester, Mass. Francis H. Dewey, Worcester, Mass.
A. George Bullock, Worcester, Mass. Charles P. Cogswell, Norwich, Conn.
Stephen Salisbury, Worcester, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

THOMAS B. EATON,
JOSIAH H. CLARKE,
A. G. BULLOCK,
CHAS. P. COGSWELL,
Directors.
M. M. WHITTEMORE,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. SEPT. 17, 1901. Then personally appeared the above-named Thomas B. Eaton, Josiah H. Clarke, A. G. Bullock, Chas. P. Cogswell and M. M. Whittemore, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

D. W. CARTER,
Justice of the Peace.

RETURN

OF THE

OLD COLONY RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1901.

[Leased to and operated by the New York, New Haven & Hartford.]

GENERAL EXHIBIT FOR THE YEAR.

| | |
|---|-----------------------|
| Rental received from lease of road, | \$1,808,997 07 |
| Expenses and charges upon income accrued during the year: | |
| Salaries and maintenance of organization, | \$6,764 07 |
| Interest on funded debt, | 632,010 00 |
| Interest and discount on unfunded debts and loans, | 7,600 00 |
| TOTAL EXPENSES AND CHARGES UPON INCOME, | 646,374 07 |
| NET DIVISIBLE INCOME, | \$1,162,623 00 |
| Dividends declared (7 per cent), | \$1,162,623 00 |
| Amount of surplus June 30, 1900, | \$772,909 18 |
| Credits to profit and loss account during the year: collections for account prior to lease, | \$1,439 74 |
| Debits to profit and loss account during the year: charged off as worthless on accounts prior to lease, | 7,154 95 |
| NET AMOUNT DEBITED TO PROFIT AND LOSS, | 5,715 21 |
| TOTAL SURPLUS JUNE 30, 1901, | \$767,193 97 |

GENERAL BALANCE SHEET JUNE 30, 1901.

| ASSETS. | DR. |
|---|-----------------|
| Cost of road, | \$26,848,414 83 |
| Cost of equipment, | 3,161,518 83 |
| Stock of Old Colony Steamboat Co., | \$1,277,500 00 |
| Stock of New York, Providence & Boston and Old Colony R. R. Terminal Co., | 52,850 00 |
| Stock of the Boston Terminal Co., | 100,000 00 |
| Stock of New Bedford, Martha's Vineyard & Nantucket Steamboat Co., | 15,340 83 |
| Stock of Union Freight R.R. Co., | 79,014 42 |
| Stock of Fall River R. R., Co., | 245 00 |

| | | |
|--|--------------|-----------------|
| Stock of Lowell & Framingham R.R. Co., | \$10,529 69 | |
| Stock of Providence, Warren & Bristol R.R. Co., | 1,600 00 | |
| Stock of Oak Bluffs Land & Wharf Co., | 70 00 | |
| | | \$1,537,149 94 |
| Other permanent property: Providence Terminal Improvement, | | 74,016 78 |
| TOTAL PERMANENT INVESTMENTS, | | \$31,621,100 38 |
| Cash, | \$401,312 77 | |
| Bills receivable, | 26,488 73 | |
| Due from solvent companies and individuals, | 55,835 00 | |
| | | 483,636 50 |
| TOTAL CASH AND CURRENT ASSETS, | | |
| Other assets and property: Boston & Providence R.R. improvement account, | | 3,270,723 51 |
| TOTAL, | | \$35,375,460 39 |
| LIABILITIES. | | Cr. |
| Capital stock, | | \$16,608,900 00 |
| Stock liability, | | 8,725 00 |
| Funded debt, | | 15,265,200 00 |
| Real estate mortgages, | | 175,000 00 |
| Current liabilities: | | |
| Loans and notes payable, | \$12,000 00 | |
| Audited vouchers and accounts, | 247,678 94 | |
| Dividends not called for, | 16,008 31 | |
| Dividends due July 1, 1901, | 290,655 75 | |
| Matured interest coupons unpaid (including coupons due July 1), | 147,996 00 | |
| | | 714,339 00 |
| TOTAL CURRENT LIABILITIES, | | |
| Accrued liabilities: interest accrued and not yet due, | | 72,602 50 |
| Premium on stock and bonds sold, | | 1,763,499 92 |
| Profit and loss balance (surplus), | | 767,193 97 |
| TOTAL, | | \$35,375,460 39 |
| PROPERTY ACCOUNTS. | | |
| Additions to construction account: | | |
| Bridging, | \$65,985 98 | |
| Lands, land damages and fences, | 28,690 93 | |
| Elimination of grade crossings, | 272,992 64 | |
| | | |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | | \$367,669 55 |
| Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): | | |
| Sale of land, | \$120,000 00 | |
| Gravel and filling for grade crossings, | 3,953 70 | |
| Collections to credit of Boston & Providence R.R. improvement account, | 8,023 52 | |
| | | |
| TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, | | 131,977 22 |
| NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, | | \$235,692 33 |

| CAPITAL STOCK. | | | |
|---|--------------|----|------------------------|
| Capital stock authorized by law, | \$20,020,000 | 00 | |
| Capital stock authorized by votes of company, | 20,020,000 | 00 | |
| Capital stock issued and outstanding, | | | \$16,608,900 00 |
| Scrip convertible into stock, | | | 107 37 |
| Other paid stock liability, | | | 8,617 63 |
| TOTAL CAPITAL STOCK LIABILITY, | | | \$16,617,625 00 |
| Number of shares issued and outstanding, | 166,089 | | |
| Number of stockholders, | 5,331 | | |
| Number of stockholders in Massachusetts, | 4,993 | | |
| Amount of stock held in Massachusetts, | \$15,268,600 | 00 | |

REAL ESTATE MORTGAGES.

| DESCRIPTION OF MORTGAGED PROPERTY. | Rate of Interest. | Mortgage when Due. | Amount. | Interest Paid during the Year. |
|--|-------------------|--------------------|--------------|--------------------------------|
| Real estate in South Boston, | Per Cent. 4 | Aug. 25, 1899, | \$175,000 00 | \$7,000 00 |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|--|-------------------|-------------------|------------------------|--------------------------------|
| New Bedford R.R. bonds (matured), | Per Cent. - | July 1, 1894, | \$1,000 00 | - |
| Agricultural Branch R.R. bonds (matured), | - | July 1, 1884, | 4,000 00 | - |
| Fitchburg & Worcester R.R. bonds (matured), | - | Oct. 1, 1881, | 200 00 | - |
| Boston, Clinton, Fitchburg & New Bedford R.R. bonds, first mortgage, coupon, | 5 | Jan. 1, 1910, | 1,912,000 00 | \$95,625 00 |
| Old Colony R.R. plain bonds, coupon, | 4½ | April 1, 1904, | 498,000 00 | 22,252 50 |
| Old Colony R.R. plain bonds, registered, | 4 | July 1, 1904, | 750,000 00 | 30,000 00 |
| Old Colony R.R. plain bonds, gold, registered and coupon, | 4 | Feb. 1, 1924, | 3,000,000 00 | 119,980 00 |
| Old Colony R.R. plain bonds, registered, | 4 | Jan. 1, 1938, | 4,000,000 00 | 160,000 00 |
| Old Colony R.R. plain bonds, registered and coupon, | 4 | Dec. 1, 1925, | 5,100,000 00 | 203,450 00 |
| TOTALS, | | | \$15,268,200 00 | \$631,307 50 |

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED. | Total. | In Massachusetts. |
|---|-------------------|-------------------|
| Length of main line, | Miles. 368.700 | Miles. 352.510 |
| Length of branch line, | 138.790 | 136.660 |
| TOTAL LENGTH OF LINE OWNED, | 507.490 | 489.170 |
| Length of second track, | 159.740 | 159.740 |
| Length of third track, | 4.590 | 4.590 |
| Length of fourth track, | 2.630 | 2.630 |
| Length of side track, etc., | 233.210 | 226.090 |
| TOTAL LENGTH OF TRACK OWNED, | 907.660 | 882.220 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

OLD COLONY RAILROAD COMPANY,
ROOM 526, SOUTH TERMINAL STATION, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles F. Choate, *President*, Boston, Mass. Charles L. Lovering, *Vice-President*, Boston, Mass. Benjamin B. Torrey, *Treasurer*, Boston, Mass. Alfred H. Litchfield, *Clerk of Corporation*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles F. Choate, Southborough, Mass. Thomas J. Borden, Fall River, Mass. John S. Brayton, Fall River, Mass. Thomas Dunn, Newport, R. I. George A. Gardner, Boston, Mass. John M. Hall, New Haven, Conn. Charles L. Lovering, Taunton, Mass. Joshua M. Sears, Boston, Mass. Nathaniel Thayer, Lancaster, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

CHARLES F. CHOATE,
CHARLES L. LOVERING,
THOS. J. BORDEN,
N. THAYER,
THOS. DUNN,
GEO. A. GARDNER,
B. B. TORREY,
Directors.
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Aug. 30, 1901. Then personally appeared the above-named Charles F. Choate, Charles L. Lovering, Thomas J. Borden, Nathaniel Thayer, Thomas Dunn, George A. Gardner and Benj. B. Torrey, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

AUSTIN W. ADAMS,
Justice of the Peace.

RETURN

OF THE

PITTSFIELD & NORTH ADAMS RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1901.

[Leased to and operated by the Boston & Albany (New York Central & Hudson River, lessee).]

| GENERAL EXHIBIT FOR THE YEAR. | | |
|---|--------------|--------------|
| Rental received from lease of road, | | \$22,500 00 |
| Dividends declared (5 per cent), | | \$22,500 00 |
| GENERAL BALANCE SHEET JUNE 30, 1901. | | |
| ASSETS. | | DR. |
| Cost of road, | | \$438,752 57 |
| Cost of equipment, | | 11,247 43 |
| TOTAL, | | \$450,000 00 |
| LIABILITIES. | | CR. |
| Capital stock, | | \$450,000 00 |
| TOTAL, | | \$450,000 00 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$500,000 00 | |
| Capital stock authorized by votes of company, | 450,000 00 | |
| Capital stock issued and outstanding, | | \$450,000 00 |
| Number of shares issued and outstanding, | 4,500 | |
| Number of stockholders, | 110 | |
| Number of stockholders in Massachusetts, | 103 | |
| Amount of stock held in Massachusetts, | \$360,800 00 | |

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED. | Total. | In Massa- chusetts. |
|--|------------------|------------------------|
| Length of main line, | Miles. 18.550 | Miles. 18.550 |
| Length of side track, etc., | 7.380 | 7.380 |
| TOTAL LENGTH OF TRACK OWNED, | 25.930 | 25.930 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

PITTSFIELD & NORTH ADAMS RAILROAD COMPANY,
BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

James A. Rumrill, *President*, Boston, Mass. Frank H. Ratcliffe, *Treasurer*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Francis H. Appleton, Peabody, Mass. Zenas Crane, Dalton, Mass. Albert C. Houghton, North Adams, Mass. Edward Jackson, Boston, Mass. James A. Rumrill, Springfield, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

J. A. RUMRILL,
EDWARD JACKSON,
FRANCIS H. APPLETON,
Directors.
F. H. RATCLIFFE,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. SEPT. 25, 1901. Then personally appeared the above-named James A. Rumrill, Edward Jackson and Francis H. Appleton, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRANK H. RATCLIFFE,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS

SUFFOLK, SS. SEPT. 26, 1901. Then personally appeared Frank H. Ratcliffe, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

GEO. P. FURBER,
Justice of the Peace.

RETURN

OF THE

PLYMOUTH & MIDDLEBOROUGH RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1901.

[Leased to and operated by the New York, New Haven & Hartford.]

| GENERAL BALANCE SHEET JUNE 30, 1901. | | | | | | | | | |
|--------------------------------------|---|---|---|---|---|---|---|-----|--------------|
| ASSETS. | | | | | | | | | |
| Cost of road, | . | . | . | . | . | . | . | Dr. | |
| | | | | | | | | | \$305,000 00 |
| TOTAL, | . | . | . | . | . | . | . | | \$305,000 00 |
| LIABILITIES. | | | | | | | | | |
| Capital stock, | . | . | . | . | . | . | . | Cr. | |
| | | | | | | | | | \$80,000 00 |
| Funded debt, | . | . | . | . | . | . | . | | 225,000 00 |
| TOTAL, | . | . | . | . | . | . | . | | \$305,000 00 |

| CAPITAL STOCK. | | | | | | | | | |
|---|---|---|---|---|---|---|---|--------------|-------------|
| Capital stock authorized by law, | . | . | . | . | . | . | . | \$240,000 00 | |
| Capital stock authorized by votes of company, | . | . | . | . | . | . | . | 80,000 00 | |
| Capital stock issued and outstanding, | . | . | . | . | . | . | . | | \$80,000 00 |
| Number of shares issued and outstanding, | . | . | . | . | . | . | . | 800 | |
| Number of stockholders, | . | . | . | . | . | . | . | 24 | |
| Number of stockholders in Massachusetts, | . | . | . | . | . | . | . | 24 | |
| Amount of stock held in Massachusetts, | . | . | . | . | . | . | . | \$80,000 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|-----------------------|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage bonds, | Per Cent. 5 | Jan. 1, 1912, . | \$225,000 00 | \$11,250 00 |

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED. | Total. | In Massachusetts. |
|--------------------------------|---------------|-------------------|
| Length of main line, | Miles. 15.030 | Miles. 15.030 |
| Length of side track, etc., | 1.020 | 1.020 |
| TOTAL LENGTH OF TRACK OWNED, . | 16.050 | 16.050 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

PLYMOUTH & MIDDLEBOROUGH RAILROAD COMPANY,
PLYMOUTH, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Thos. D. Shumway, *President and Treasurer*, Plymouth, Mass. Leavitt T. Robbins, *Vice-President*, Plymouth, Mass. Benj. A. Hathaway, *Clerk of Corporation*, Plymouth, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Jason W. Mixter, Plymouth, Mass. Leavitt T. Robbins, Plymouth, Mass. Thomas D. Shumway, Plymouth, Mass. Nathaniel Morton, Plymouth, Mass. Benj. F. Ward, Plymouth, Mass. Geo. F. Morse, North Carver, Mass. Albert T. Savery, Middleborough, Mass. John C. Sullivan, Middleborough, Mass. Joseph E. Beals, Middleborough, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

T. D. SHUMWAY,
B. F. WARD,
NATHANIEL MORTON,
G. F. MORSE,
J. C. SULLIVAN,
L. T. ROBBINS,
Directors.
T. D. SHUMWAY,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, ss. PLYMOUTH, Aug. 30, 1901. Then personally appeared the above-named Thomas D. Shumway, Benj. F. Ward, Nathaniel Morton, George F. Morse, John C. Sullivan and Leavitt T. Robbins, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

B. A. HATHAWAY,
Justice of the Peace.

RETURN

OF THE

PROVIDENCE & SPRINGFIELD RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1901.

[Leased to and operated by the New York, New Haven & Hartford.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|--------------------|
| Rental received from lease of road, | \$58,198 00 |
| Income from other sources: interest on deposits, | 259 08 |
| GROSS INCOME, | \$58,457 08 |
| Expenses and charges upon income accrued during the year: | |
| Salaries and maintenance of organization, | \$4 44 |
| Interest on funded debt, | 37,500 00 |
| TOTAL EXPENSES AND CHARGES UPON INCOME, | 37,504 44 |
| NET DIVISIBLE INCOME, | \$20,952 64 |
| Dividends declared (4 per cent), | 20,698 00 |
| Surplus for the year ending June 30, 1901, | \$254 64 |
| TOTAL SURPLUS JUNE 30, 1901, | \$254 64 |

| GENERAL BALANCE SHEET JUNE 30, 1901. | |
|--|-----------------------|
| ASSETS. | |
| Cost of road, | Dr. \$1,267,450 00 |
| Cash, | 254 64 |
| TOTAL, | \$1,267,704 64 |
| LIABILITIES. | |
| Capital stock, | Cr. \$517,450 00 |
| Funded debt, | 750,000 00 |
| Profit and loss balance (surplus), | 254 64 |
| TOTAL, | \$1,267,704 64 |

| CAPITAL STOCK. | | | |
|---|----------------|--------------|--|
| Capital stock authorized by law, | \$1,000,000 00 | | |
| Capital stock authorized by votes of company, | 517,450 00 | | |
| Capital stock issued and outstanding, | | \$517,450 00 | |
| Number of shares issued and outstanding, | 5,174½ | | |
| Number of stockholders, | 39 | | |
| Number of stockholders in Massachusetts, | 2 | | |
| Amount of stock held in Massachusetts, | \$8,000 00 | | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|---------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage bonds, | Per Cent. 5 | July 1, 1922, . | \$750,000 00 | \$37,500 00 |

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED. | Total. | In Massachusetts. |
|--|---------------|-------------------|
| Length of main line, | Miles. 27.730 | Miles. 1.630 |
| Length of side track, etc., | 5.410 | .700 |
| TOTAL LENGTH OF TRACK OWNED, | 33.140 | 2.330 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

PROVIDENCE & SPRINGFIELD RAILROAD COMPANY,

PROVIDENCE, R. I.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

William Tinkham, *President*, Providence, R. I. Edward G. Buckland, *Treasurer and Clerk of Corporation*, Providence, R. I.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Wm. Tinkham, Providence, R. I. Royal C. Taft, Providence, R. I. Wm. W. Douglas, Providence, R. I. Fenner H. Peckham, Jr., Providence, R. I. Wm. H. Pope, Providence, R. I. Edward G. Buckland, Providence, R. I. John M. Hall, New Haven, Conn. Arthur D. Osborne, New Haven, Conn. Charles P. Clark (deceased)

We hereby certify that the statements contained in the foregoing return are full, just and true.

JOHN M. HALL,
WM. TINKHAM,
WM. H. POPE,
ROYAL C. TAFT,
EDWARD G. BUCKLAND,
Directors.
EDWARD G. BUCKLAND,
Treasurer.

STATE OF RHODE ISLAND.

COUNTY OF PROVIDENCE, ss. PROVIDENCE, Sept. 11, 1901. Then personally appeared the above-named John M. Hall, Wm. Tinkham, Wm. H. Pope, Royal C. Taft and Edward G. Buckland, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

E. R. POTTER,
Notary Public.

RETURN

OF THE

PROVIDENCE, WEBSTER & SPRINGFIELD RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1901.

[Leased to and operated by the Boston & Albany (New York Central & Hudson River, lessee).]

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|---------------------|
| Rental received from lease of road, | \$6,677 18 |
| Expenses and charges upon income accrued during the year: | |
| Salaries and maintenance of organization, | \$26 26 |
| Interest and discount on unfunded debts and | |
| loans, | 4,391 96 |
| Taxes, | 387 20 |
| Other expenses and charges upon income: | |
| Repairs on buildings, | 399 26 |
| Repairs on bridges, | 13 39 |
| TOTAL EXPENSES AND CHARGES UPON INCOME, | 5,218 07 |
| Surplus for the year ending June 30, 1901, | \$1,459 11 |
| Amount of surplus June 30, 1900, | 11,199 29 |
| TOTAL SURPLUS JUNE 30, 1901, | \$12,658 40 |
| GENERAL BALANCE SHEET JUNE 30, 1901. | |
| ASSETS. | |
| Cost of road, | \$243,361 12 |
| Traffic balances due from other companies, | 1,650 08 |
| TOTAL, | \$245,011 20 |
| LIABILITIES. | |
| Capital stock, | \$160,000 00 |
| Current liabilities: loans and notes payable, | 72,352 80 |
| Profit and loss balance (surplus), | 12,658 40 |
| TOTAL, | \$245,011 20 |

| CAPITAL STOCK. | | |
|---|--------------|--------------|
| Capital stock authorized by law, | \$160,000 00 | |
| Capital stock authorized by votes of company, | 160,000 00 | |
| Capital stock issued and outstanding, | | \$160,000 00 |
| Number of shares issued and outstanding, | 1,600 | |
| Number of stockholders, | 7 | |
| Number of stockholders in Massachusetts, | 7 | |
| Amount of stock held in Massachusetts, | \$160,000 00 | |

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED. | Total. | In Massa- chusetts. |
|--|------------------|------------------------|
| Length of main line, | Miles. 11.230 | Miles. 11.230 |
| Length of side track, etc., | 3.240 | 3.240 |
| TOTAL LENGTH OF TRACK OWNED, | 14.470 | 14.470 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

PROVIDENCE, WEBSTER & SPRINGFIELD RAILROAD COMPANY,
WEBSTER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles G. Washburn, *President*, 314 Main Street, Worcester, Mass. Amos Bartlett, *Vice-President*, Webster, Mass. Frank B. Smith, *Treasurer*, 314 Main Street, Worcester, Mass. Charles Gerber, *Clerk of Corporation*, Webster, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles G. Washburn, Worcester, Mass. Frank B. Smith, Worcester, Mass. Amos Bartlett, Webster, Mass. Elias P. Morton, Webster, Mass. Charles Gerber, Webster, Mass. Edwin Bartlett, North Oxford, Mass. Samuel Slater, Boston, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

C. G. WASHBURN,
FRANK BULKELEY SMITH,
AMOS BARTLETT,
CHARLES GERBER,

Directors.

FRANK BULKELEY SMITH,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. SEPT. 3, 1901. Then personally appeared the above-named C. G. Washburn, Amos Bartlett, Charles Gerber and Frank Bulkeley Smith, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHAS. G. WINTER,
Justice of the Peace.

RETURN

OF THE

PROVIDENCE & WORCESTER RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1901.

[Leased to and operated by the New York, New Haven & Hartford.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|----------------|
| Rental received from lease of road, | \$416,000 00 |
| Income from other sources: interest on daily balances, | 1,579 52 |
| GROSS INCOME, | \$417,579 52 |
| Expenses and charges upon income accrued during the year: | |
| Salaries and maintenance of organization, | \$5,756 12 |
| Interest on funded debt, | 60,000 00 |
| TOTAL EXPENSES AND CHARGES UPON INCOME, | 65,756 12 |
| NET DIVISIBLE INCOME, | \$351,823 40 |
| Dividends declared (10 per cent), | 350,000 00 |
| Surplus for the year ending June 30, 1901, | \$1,823 40 |
| Amount of surplus June 30, 1900, | 220,289 76 |
| TOTAL SURPLUS JUNE 30, 1901, | \$222,113 16 |
| GENERAL BALANCE SHEET JUNE 30, 1901. | |
| ASSETS. | Dr. |
| Cost of road, | \$4,276,250 00 |
| Cost of equipment, | 828,887 40 |
| TOTAL PERMANENT INVESTMENTS, | \$5,105,137 40 |
| Cash, | \$36,227 79 |
| Due from solvent companies and individuals, | 80,747 97 |
| TOTAL CASH AND CURRENT ASSETS, | 116,975 76 |
| TOTAL, | \$5,222,113 16 |
| LIABILITIES. | Cr. |
| Capital stock, | \$3,500,000 00 |
| Funded debt, | 1,500,000 00 |
| Profit and loss balance (surplus), | 222,113 16 |
| TOTAL, | \$5,222,113 16 |

| CAPITAL STOCK. | | |
|---|----------------|----------------|
| Capital stock authorized by law, | \$3,500,000 00 | |
| Capital stock authorized by votes of company, | 3,500,000 00 | |
| Capital stock issued and outstanding, | | \$3,500,000 00 |
| Number of shares issued and outstanding, | 35,000 | |
| Number of stockholders, | 902 | |
| Number of stockholders in Massachusetts, | 475 | |
| Amount of stock held in Massachusetts, | \$1,856,900 00 | |

| FUNDED DEBT. | | | | |
|---|-------------------|-------------------|---------------------|--------------------------------|
| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
| First mortgage, currency, coupon, | Per Cent. 4 | Oct. 1, 1947, | \$1,500,000 00 | \$60,000 00 |

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED. | Total. | In Massachusetts. |
|---|------------------|-------------------|
| Length of main line, | Miles. 40.900 | Miles. 25.500 |
| Length of branch line, | 7.000 | .500 |
| TOTAL LENGTH OF LINE OWNED, | 47.900 | 26.000 |
| Length of second track, | 46.480 | 24.980 |
| Length of third track, | 2.150 | - |
| Length of fourth track, | 2.150 | - |
| Length of side track, etc., | 68.530 | 21.160 |
| TOTAL LENGTH OF TRACK OWNED,* | 167.210 | 72.140 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

PROVIDENCE & WORCESTER RAILROAD COMPANY,

PROVIDENCE, R. I.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Moses B. I. Goddard, *President*, Providence, R. I. William A. Leete, *Treasurer and Clerk of Corporation*, Providence, R. I.

* Not including one-half of five miles of main line and second track, the third and fourth tracks, and 10.120 miles of side track owned jointly with the Boston & Providence Railroad Corporation, — all in Rhode Island.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Moses B. I. Goddard, Warwick, R. I. Joseph E. Davis, Boston, Mass.
John W. Danielson, Providence, R. I. G. Marston Whitin, Whitinsville,
Mass. A. George Bullock, Worcester, Mass. Waldo Lincoln, Worcester,
Mass. Walter F. Angell, Providence, R. I.

We hereby certify that the statements contained in the foregoing return are full, just and true. *

MOSES B. I. GODDARD,
JOSEPH E. DAVIS,
JOHN W. DANIELSON,
WALTER F. ANGELL,

Directors.

WM. A. LEETE,

Treasurer.

STATE OF RHODE ISLAND.

PROVIDENCE, SC. SEPT. 11, 1901. Then personally appeared the above-named Moses B. I. Goddard, Joseph E. Davis, John W. Danielson and Walter F. Angell, directors, and William A. Leete, treasurer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

EDWARD P. JASTRAM,

Notary Public.

RETURN

OF THE

RHODE ISLAND & MASSACHUSETTS RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1901.

[Leased to and operated by the New York, New Haven & Hartford.]

| GENERAL EXHIBIT FOR THE YEAR. | | |
|---|--------------|--------------|
| Rental received from lease of road, | | \$10,000 00 |
| Dividends declared (10 per cent), | | \$10,000 00 |
| Amount of surplus June 30, 1900, | | \$14,821 13 |
| TOTAL SURPLUS JUNE 30, 1901, | | \$14,821 13 |
| GENERAL BALANCE SHEET JUNE 30, 1901. | | |
| ASSETS. | | DR. |
| Cost of road, | | \$112,321 13 |
| Due from solvent companies and individuals, | | 2,500 00 |
| TOTAL, | | \$114,821 13 |
| LIABILITIES. | | CR. |
| Capital stock, | | \$100,000 00 |
| Profit and loss balance (surplus), | | 14,821 13 |
| TOTAL, | | \$114,821 13 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$100,000 00 | |
| Capital stock authorized by votes of company, | 100,000 00 | |
| Capital stock issued and outstanding, | | \$100,000 00 |
| Number of shares issued and outstanding, | 1,000 | |
| Number of stockholders, | 2 | |

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED. | Total. | In Massa- chusetts. |
|--|-----------------|------------------------|
| Length of main line, | Miles. 6.520 | Miles. 6.520 |
| Length of side track, etc., | .860 | .860 |
| TOTAL LENGTH OF TRACK OWNED, | 7.380 | 7.380 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

RHODE ISLAND & MASSACHUSETTS RAILROAD COMPANY.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John M. Hall, *President*, New Haven, Conn. Edward G. Buckland, *Treasurer and Clerk of Corporation*, Providence, R. I.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John M. Hall, New Haven, Conn. Fayette S. Curtis, Boston, Mass. Lawson B. Bidwell, Boston, Mass. James W. Perkins, Boston, Mass. Edward G. Buckland, Providence, R. I.

We hereby certify that the statements contained in the foregoing return are full, just and true.

JOHN M. HALL,
FAYETTE S. CURTIS,
EDWARD G. BUCKLAND,
Directors.
EDWARD G. BUCKLAND,
Treasurer.

STATE OF RHODE ISLAND.

COUNTY OF PROVIDENCE, ss. PROVIDENCE, Sept. 11, 1901. Then personally appeared the above-named John M. Hall, Fayette S. Curtis and Edward G. Buckland, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

E. R. POTTER,
Notary Public.

RETURN OF THE STOCKBRIDGE & PITTSFIELD RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1901.

[Leased to and operated by the New York, New Haven & Hartford.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|------------------|
| Rental received from lease of road, | \$27,172 00 |
| Dividends received on stocks owned: 34 shares Stockbridge & Pittsfield Railroad Company, | 204 00 |
| GROSS INCOME, | \$27,376 00 |
| Expenses and charges upon income accrued during the year: salaries and maintenance of organization, | 340 11 |
| NET DIVISIBLE INCOME, | \$27,035 89 |
| Dividends declared (6 per cent), | 26,922 00 |
| Surplus for the year ending June 30, 1901, | \$113 89 |
| Amount of surplus June 30, 1900, | 10,031 48 |
| TOTAL SURPLUS JUNE 30, 1901, | \$10,145 37 |
| GENERAL BALANCE SHEET JUNE 30, 1901. | |
| ASSETS. | |
| Cost of road, | Dr. \$448,700 00 |
| Stock of Stockbridge & Pittsfield Railroad Company, 34 shares, | 2,550 00 |
| TOTAL PERMANENT INVESTMENTS, | \$451,250 00 |
| Cash, | 7,770 87 |
| TOTAL, | \$459,020 87 |
| LIABILITIES. | |
| Capital stock, | Cr. \$448,700 00 |
| Current liabilities: dividends not called for, | 175 50 |
| Profit and loss balance (surplus), | 10,145 37 |
| TOTAL, | \$459,020 87 |
| CAPITAL STOCK. | |
| Capital stock authorized by law, | \$550,000 00 |
| Capital stock authorized by votes of company, | 448,700 00 |
| Capital stock issued and outstanding, | \$448,700 00 |
| Number of shares issued and outstanding, | 4,487 |
| Number of stockholders, | 217 |
| Number of stockholders in Massachusetts, | 146 |
| Amount of stock held in Massachusetts, | \$303,000 00 |

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED. | Total. | In Massachusetts. |
|--|------------------|-------------------|
| Length of main line, | Miles. 22.020 | Miles. 22.020 |
| Length of side track, etc, | 13.050 | 13.050 |
| TOTAL LENGTH OF TRACK OWNED, | 35.070 | 35.070 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

STOCKBRIDGE & PITTSFIELD RAILROAD COMPANY,
STOCKBRIDGE, MASS.

NAMES AND ADDRESS OF PRINCIPAL OFFICERS.

Henry W. Taft, *President*, Pittsfield, Mass. Daniel A. Kimball, *Treasurer and Clerk of Corporation*, Stockbridge, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Henry W. Taft, Pittsfield, Mass. Ferdinand Hoffmann, Stockbridge, Mass.
John B. Hull, Stockbridge, Mass. William A. Seymour, Stockbridge, Mass.
Daniel A. Kimball, Stockbridge, Mass. William C. Spaulding, West Stockbridge, Mass. George H. Tucker, Pittsfield, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

HENRY W. TAFT,
DANIEL A. KIMBALL,
WM. C. SPAULDING,
W. A. SEYMOUR,
Directors.
DANIEL A. KIMBALL,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

BERKSHIRE, SS. STOCKBRIDGE, Aug. 28, 1901. Then personally appeared the above-named Henry W. Taft, Daniel A. Kimball, Wm. C. Spaulding and W. A. Seymour, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GEO. H. TUCKER,
Justice of the Peace.

RETURN

OF THE

STONY BROOK RAILROAD CORPORATION

FOR THE YEAR ENDING JUNE 30, 1901.

[Leased to and operated by the Boston & Maine.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|--------------|
| Rental received from lease of road, | \$21,500 00 |
| Expenses and charges upon income accrued during the year: salaries and maintenance of organization, | 388 40 |
| NET DIVISIBLE INCOME, | \$21,111 60 |
| Dividends declared (7 per cent), | 21,000 00 |
| Surplus for the year ending June 30, 1901, | \$111 60 |
| Amount of surplus June 30, 1900, | 695 09 |
| TOTAL SURPLUS JUNE 30, 1901, | \$806 69 |
| GENERAL BALANCE SHEET, JUNE 30, 1901. | |
| ASSETS. | DR. |
| Cost of road, | \$276,601 19 |
| Lands, | 21,492 38 |
| TOTAL PERMANENT INVESTMENTS, | \$298,093 57 |
| Cash, | 2,713 12 |
| TOTAL, | \$300,806 69 |
| LIABILITIES. | CR. |
| Capital stock, | \$300,000 00 |
| Profit and loss balance (surplus), | 806 69 |
| TOTAL, | \$300,806 69 |

| CAPITAL STOCK. | | |
|---|--------------|--------------|
| Capital stock authorized by law, | \$300,000 00 | |
| Capital stock authorized by votes of company, | 300,000 00 | |
| Capital stock issued and outstanding, | | \$300,000 00 |
| Number of shares issued and outstanding, | 3,000 | |
| Number of stockholders, | 243 | |
| Number of stockholders in Massachusetts, | 222 | |
| Amount of stock held in Massachusetts, | \$279,200 00 | |

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED. | Total. | In Massa- chusetts. |
|--|--------|------------------------|
| | Miles. | Miles. |
| Length of main line, | 13.160 | 13.160 |
| Length of side track, etc., | 5.570 | 5.570 |
| TOTAL LENGTH OF TRACK OWNED, | 18.730 | 18.730 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

STONY BROOK RAILROAD CORPORATION,

145 MERRIMACK STREET, LOWELL, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

George F. Richardson, *President*, Lowell, Mass. Frank E. Dunbar, *Treasurer*, Lowell, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Sewall G. Mack, Lowell, Mass. George F. Richardson, Lowell, Mass.
 Jacob Rogers, Lowell, Mass. George S. Motley, Lowell, Mass. Alexander
 G. Cumnock, Lowell, Mass. Alphonso S. Covell, Boston, Mass. Joseph
 Henry Read (deceased).

We hereby certify that the statements contained in the foregoing return are full, just and true.

LUCIUS TUTTLE,
 LEWIS CASS LEDYARD,
 HENRY R. REED,
 SAMUEL C. LAWRENCE,
 JOSEPH H. WHITE,
 RICHARD OLNEY,
 WALTER HUNNEWELL,

Directors of the Boston & Maine Railroad.

HERBERT E. FISHER,

Treasurer of the Boston & Maine Railroad.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. SEPT. 12, 1901. Then personally appeared the above-named Lucius Tuttle, Lewis Cass Ledyard, Henry R. Reed, Richard Olney, Samuel C. Lawrence and Herbert E. Fisher, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WILLIAM B. LAWRENCE,

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Sept.. 17, 1901. Then personally appeared the above-named Joseph H. White and Walter Hunnewell, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FREDERICK A. CARR,

Justice of the Peace.

RETURN

OF THE

UNION FREIGHT RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1901.

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|-------------|
| Gross earnings from operation, | \$72,556 77 |
| Operating expenses, | 65,936 61 |
| NET EARNINGS FROM OPERATION, | \$6,620 16 |
| Charges upon income accrued during the year: | |
| Interest and discount on unfunded debts and loans, | \$3,227 41 |
| Taxes, | 2,560 29 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . | 5,787 70 |
| Surplus for the year ending June 30, 1901, | \$832 46 |
| Amount of surplus June 30, 1900, | 50,388 02 |
| TOTAL SURPLUS JUNE 30, 1901, | \$51,220 48 |

EARNINGS FROM OPERATION.

| DEPARTMENT OF SERVICE. | Gross Receipts. | Deductions. | Earnings. |
|--|-----------------|-------------|-------------|
| Freight service: | | | |
| Gross receipts from freight, | \$72,339 48 | | |
| Deductions: | | | |
| Repayments, | | \$404 38 | |
| TOTAL EARNINGS, FREIGHT SERVICE, | | | \$71,935 10 |
| Other earnings from operation: | | | |
| Car mileage—balance, | | | 621 67 |
| GROSS EARNINGS FROM OPERATION, | | | \$72,556 77 |

EXPENSES OF OPERATION.

| | |
|---|------------|
| General expenses: | |
| Salaries of general officers, | \$3,550 20 |
| Salaries of clerks and attendants, | 664 00 |
| General office expenses and supplies, | 26 45 |
| TOTAL, | \$4,240 65 |

| | |
|---|--------------------|
| Maintenance of way and structures : | |
| Repairs of roadway, | \$27,478 65 |
| Renewals of rails, | 559 50 |
| Repairs and renewals of buildings and fixtures, | 62 38 |
| TOTAL, | \$28,100 53 |
| Maintenance of equipment: repairs and renewals of locomotives, | |
| | \$5,733 33 |
| Conducting transportation : | |
| Engine and roundhouse men, | \$6,594 15 |
| Fuel for locomotives, | 3,888 57 |
| Water supply for locomotives, | 166 60 |
| Oil, tallow and waste for locomotives, | 308 72 |
| Train service, | 10,905 45 |
| Train supplies and expenses, | 8 62 |
| Watchmen, | 1,201 20 |
| Telegraph expenses, | 195 00 |
| Station service, | 2,234 25 |
| Station supplies, | 115 96 |
| Loss and damage, | 34 14 |
| Injuries to persons, | 2,100 00 |
| Stationery and printing, | 109 44 |
| TOTAL, | \$27,862 10 |
| Recapitulation : | |
| General expenses, | \$4,240 65 |
| Maintenance of way and structures, | 28,100 53 |
| Maintenance of equipment, | 5,733 33 |
| Conducting transportation, | 27,862 10 |
| TOTAL OPERATING EXPENSES, | \$65,936 61 |
| Percentage of operating expenses to gross earnings, | 90.88 |

GENERAL BALANCE SHEET JUNE 30, 1901.

| ASSETS. | | DR. |
|---|-------------|---------------------|
| Cost of road, | | \$401,069 67 |
| Cost of equipment, | | 14,000 00 |
| Stock of Union Freight Railroad Company, | | 13,000 00 |
| TOTAL PERMANENT INVESTMENTS, | | \$428,069 67 |
| Cash, | \$17,394 11 | |
| Due from agents, | 1,542 39 | |
| TOTAL CASH AND CURRENT ASSETS, | | 18,936 50 |
| Materials and supplies, | | 3,080 61 |
| TOTAL, | | \$450,086 78 |
| LIABILITIES. | | CR. |
| Capital stock, | | \$300,000 00 |
| Real estate mortgages, | | 88,500 00 |
| Current liabilities: audited vouchers and accounts, | | 10,366 30 |
| Profit and loss balance (surplus), | | 51,220 48 |
| TOTAL, | | \$450,086 78 |

| CAPITAL STOCK. | | |
|---|--------------|--------------|
| Capital stock authorized by law, | \$500,000 00 | |
| Capital stock authorized by votes of company, | 300,000 00 | |
| Capital stock issued and outstanding, | | \$300,000 00 |
| Number of shares issued and outstanding, | 3,000 | |
| Number of stockholders, | 3 | |
| Number of stockholders in Massachusetts, | 3 | |
| Amount of stock held in Massachusetts, | \$300,000 00 | |

REAL ESTATE MORTGAGES.

| DESCRIPTION OF MORTGAGED PROPERTY. | Rate of Interest. | Mortgage when due. | Amount. | Interest Paid during the Year. |
|------------------------------------|-------------------|--------------------|-------------|--------------------------------|
| Real estate in Boston, | Per Cent. 4 | June 16, 1903, | \$88,500 00 | \$3,540 00 |

VOLUME OF TRAFFIC, ETC.

| | | |
|--|--|-----------------|
| Freight traffic: | | |
| Number of tons of freight hauled earning revenue, | | 249,084 |
| Number of tons of freight hauled one mile, | | 342,491 |
| Number of tons of freight hauled one mile per mile of road operated, | | 140,885 |
| Average length of haul per ton, | | 1.375 miles. |
| Average amount received per ton per mile hauled, | | 21.0035 cents. |
| Freight earnings (gross) per mile of road operated, | | \$29,602 92.000 |
| Freight earnings (gross) per freight-train mile run, | | 3 42.790 |
| Operating expenses: | | |
| Operating expenses per mile of road operated, | | 27,134 43.000 |
| Operating expenses per revenue-train mile run, | | 3 14.210 |
| Train mileage: | | |
| Miles run by freight trains, | | 20,985 |
| Total train mileage, | | 20,985 |
| Fares and freights: | | |
| Average rate received per ton mile for local freight, | | 21.0035 cents. |
| Employees: | | |
| Average number of persons employed, | | 40 |

DESCRIPTION OF RAILROAD OWNED AND OPERATED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED. | Total. | In Massachusetts. |
|---|-----------------|-------------------|
| Length of main line, | Miles. 2.431 | Miles. 2.431 |
| Length of second track, | .937 | .937 |
| Length of side track, etc., | 1.280 | 1.280 |
| TOTAL LENGTH OF TRACK OWNED, | 4.648 | 4.648 |
| RAILROAD OPERATED. | | |
| Length of main line, | 2.431 | 2.431 |
| Length of second track, | .937 | .937 |
| Length of side track, etc., | 1.280 | 1.280 |
| TOTAL LENGTH OF TRACK OPERATED, | 4.648 | 4.648 |

DESCRIPTION OF EQUIPMENT.

| ROLLING STOCK. | Number Owned. | Maximum Weight. | Average Weight. |
|--------------------|---------------|-----------------|-----------------|
| LOCOMOTIVES. | | Lbs. | Lbs. |
| Freight, | 4 | 62,000 | 62,000 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

UNION FREIGHT RAILROAD COMPANY,

SOUTH TERMINAL STATION, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Fayette S. Curtis, *President*, Boston, Mass. Austin W. Adams, *Treasurer and Clerk of Corporation*, Boston, Mass. George L. Winlock, *General Freight Agent*, Boston, Mass. Amasa H. Grovenor, *Superintendent*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Fayette S. Curtis, Boston, Mass. Charles F. Choate, Southborough, Mass. George A. Gardner, Boston, Mass. John M. Hall, New Haven, Conn. Joshua M. Sears, Boston, Mass. Nathaniel Thayer, Lancaster, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

CHARLES F. CHOATE,
GEO. A. GARDNER,
N. THAYER,
FAYETTE S. CURTIS,
Directors.
AUSTIN W. ADAMS,
Treasurer.
A. H. GROVENOR,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Aug. 30, 1901. Then personally appeared the above-named Charles F. Choate, George A. Gardner and Nathaniel Thayer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

AUSTIN W. ADAMS,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Sept. 9, 1901. Then personally appeared the above-named Fayette S. Curtis, Amasa H. Grovenor and Austin W. Adams, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ALBERT W. MARTIN,
Justice of the Peace.

RETURN

OF THE

VERMONT & MASSACHUSETTS RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1901.

[Leased to and operated by the Boston & Maine.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|----------------|
| Rental received from lease of road, | \$244,580 00 |
| Expenses and charges upon income accrued during the year: | |
| Salaries and maintenance of organization, | \$3,000 00 |
| Interest on funded debt (paid by Fitchburg Railroad direct), | 50,000 00 |
| TOTAL EXPENSES AND CHARGES UPON INCOME, | 53,000 00 |
| NET DIVISIBLE INCOME, | \$191,580 00 |
| Dividends declared (6 per cent), | \$191,580 00 |
| Amount of surplus June 30, 1900, | \$172,424 97 |
| Debits to profit and loss account during the year: | |
| Paid for typewriter, | \$65 00 |
| Paid expense of 23 persons over road, | 145 25 |
| TOTAL DEBITS, | 210 25 |
| TOTAL SURPLUS JUNE 30, 1901, | \$172,214 72 |
| GENERAL BALANCE SHEET JUNE 30, 1901. | |
| ASSETS. | DR. |
| Cost of road, | \$3,288,328 01 |
| Cost of equipment, | 261,233 64 |
| Lands in Massachusetts, | 48,720 46 |
| Turner's Falls Branch, | 145,300 63 |
| Improvements by Fitchburg Railroad Company since Janu- ary 1, 1874, | 2,378,310 08 |
| TOTAL PERMANENT INVESTMENTS, | \$6,121,892 82 |
| Cash, | \$9,531 50 |
| Other cash assets (City Institution for Savings in Lowell), | 59 28 |
| TOTAL CASH AND CURRENT ASSETS, | 9,590 78 |
| TOTAL, | \$6,131,483 60 |

| LIABILITIES. | | CR. | |
|--|----------------|-----|----------------|
| Capital stock, | | | \$3,193,000 00 |
| Funded debt, | | | 1,000,000 00 |
| Current liabilities: | | | |
| Dividends not called for, | \$9,531 50 | | |
| Miscellaneous current liabilities: Fitchburg R.R. Co. on account of improvements, . . | 1,756,737 88 | | |
| TOTAL CURRENT LIABILITIES, | | | 1,766,268 88 |
| Profit and loss balance (surplus), | | | 172,214 72 |
| TOTAL, | | | \$6,131,483 60 |
| CAPITAL STOCK. | | | |
| Capital stock authorized by law, | \$4,700,000 00 | | |
| Capital stock authorized by votes of company, . . | 3,193,000 00 | | |
| Capital stock issued and outstanding, | | | \$3,193,000 00 |
| Number of shares issued and outstanding, | 31,930 | | |
| Number of stockholders, | 1,312 | | |
| Number of stockholders in Massachusetts, . . . | 1,140 | | |
| Amount of stock held in Massachusetts, | \$2,964,500 00 | | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|------------------------|-------------------|-------------------|---------------------|--------------------------------|
| Plain bonds, | Per Cent. 5 | May 1, 1903, . | \$1,000,000 00 | \$50,000 00 |

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED. | Total. | In Massachusetts. |
|--|------------------|-------------------|
| Length of main line, | Miles. 55.780 | Miles. 55.780 |
| Length of branch line, | 2.800 | 2.800 |
| TOTAL LENGTH OF LINE OWNED, | 58.580 | 58.580 |
| Length of second track, | 55.780 | 55.780 |
| Length of side track, etc., | 40.160 | 40.160 |
| TOTAL LENGTH OF TRACK OWNED, | 154.520 | 154.520 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

VERMONT & MASSACHUSETTS RAILROAD COMPANY,

TREASURER'S OFFICE, 53 DEVONSHIRE STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles E. Ware, *President*, Fitchburg, Mass. Franklin N. Poor, *Treasurer*, 53 Devonshire Street, Boston, Mass. B. D. Locke, *Clerk of Corporation*, Arlington, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Francis Goodhue, Brattleboro, Vt. Edward L. Davis, Worcester, Mass. Alvah Crocker, Fitchburg, Mass. Charles A. Welch, Cohasset, Mass. George F. Richardson, Lowell, Mass. Charles E. Ware, Fitchburg, Mass. Charles T. Crocker, Fitchburg, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

MOSES WILLIAMS,
CHAS. E. WARE,
RODNEY WALLACE,
B. N. BULLOCK,
C. LOWELL,
GORDON ABBOTT,
JOSEPH B. RUSSELL,
ROBERT WINSOR,

Directors of the Fitchburg Railroad.

DAN. A. GLEASON,

Treasurer of the Fitchburg Railroad.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER AND SUFFOLK, ss. SEPT. 18 and 20, 1901. Then personally appeared the above-named Chas. E. Ware, Rodney Wallace and B. N. Bullock, in Worcester, ss., on September 18, and Chas. Lowell, Gordon Abbott and Jos. B. Russell, in Suffolk, ss., on the 18th, and Robert Winsor and Moses Williams, in Suffolk, ss., on the 20th, and Dan. A. Gleason, in Suffolk, ss., on the 20th, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHARLES B. GLEASON,
Justice of the Peace.

RETURN

OF THE

WARE RIVER RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1901.

Leased to and operated by the Boston & Albany (New York Central & Hudson River, Lessee).

| GENERAL EXHIBIT FOR THE YEAR. | | |
|---|----------------|----------------|
| Rental received from lease of road, | | \$52,500 00 |
| Dividends declared (7 per cent), | | \$52,500 00 |
| GENERAL BALANCE SHEET JUNE 30, 1901. | | |
| ASSETS. | | DR. |
| Cost of road, | | \$1,115,163 82 |
| TOTAL, | | \$1,115,163 82 |
| LIABILITIES. | | CR. |
| Capital stock, | \$750,000 00 | |
| Current liabilities, | 365,163 82 | |
| TOTAL, | | \$1,115,163 82 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$1,000,000 00 | |
| Capital stock authorized by votes of company, | 750,000 00 | |
| Capital stock issued and outstanding, | | \$750,000 00 |
| Number of shares issued and outstanding, | 7,500 | |
| Number of stockholders, | 155 | |
| Number of stockholders in Massachusetts, | 144 | |
| Amount of stock held in Massachusetts, | \$508,700 00 | |

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED. | Total. | In Massa- chusetts. |
|--|------------------|------------------------|
| Length of main line, | Miles. 49.350 | Miles. 49.350 |
| Length of side track, etc., | 7.290 | 7.290 |
| TOTAL LENGTH OF TRACK OWNED, | 56.640 | 56.640 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WARE RIVER RAILROAD COMPANY,
BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

James A. Rumrill, *President*, Springfield, Mass. F. H. Ratcliffe, *Treasurer*, Boston, Mass. E. W. Long, *Clerk of Corporation*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

James A. Rumrill, Springfield, Mass. Henry B. Chapin, Boston, Mass. Chas. S. Sargent, Brookline, Mass. Chas. E. Stevens, Ware, Mass. Frederick H. Gillett, Springfield, Mass. Chester W. Bliss, Springfield, Mass. Frank H. Ratcliffe, Newton Centre, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

J. A. RUMRILL,
HENRY B. CHAPIN,
CHESTER W. BLISS,
F. H. RATCLIFFE,
Directors.
F. H. RATCLIFFE,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. SEPT. 25, 1901. Then personally appeared the above-named J. A. Rumrill, F. H. Ratcliffe, Henry B. Chapin, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GEO. P. FURBER,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, SS. SEPT. 26, 1901. Then personally appeared Chester W. Bliss, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

CONSTANT Q. RING,
Justice of the Peace.

RETURN OF THE WEST STOCKBRIDGE RAILROAD CORPORATION

FOR THE YEAR ENDING JUNE 30, 1901.

[Leased to and operated by the New York, New Haven & Hartford.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|-------------|
| Rental received from lease of road, | \$1,800 00 |
| Dividends declared ($4\frac{1}{2}$ + per cent), | \$1,800 00 |
| Amount of surplus June 30, 1900, | \$450 00 |
| TOTAL SURPLUS JUNE 30, 1901, | \$450 00 |
| GENERAL BALANCE SHEET JUNE 30, 1901. | |
| ASSETS. | Dr. |
| Cost of road, | \$39,600 00 |
| Due from solvent companies and individuals, | 450 00 |
| TOTAL, | \$40,050 00 |
| LIABILITIES. | Cr. |
| Capital stock, | \$39,600 00 |
| Profit and loss balance (surplus), | 450 00 |
| TOTAL, | \$40,050 00 |
| CAPITAL STOCK. | |
| Capital stock authorized by law, | \$75,000 00 |
| Capital stock authorized by votes of company, | 39,600 00 |
| Capital stock issued and outstanding, | \$39,600 00 |
| Number of shares issued and outstanding, | 396 |
| Number of stockholders, | 6 |

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED. | Total. | In Massa- chusetts. |
|--|-----------------|------------------------|
| Length of main line, | Miles. 2.640 | Miles. 2.640 |
| Length of side track, etc., | .930 | .930 |
| TOTAL LENGTH OF TRACK OWNED, | 3.570 | 3.570 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WEST STOCKBRIDGE RAILROAD CORPORATION,
NEW HAVEN, CONN.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John M. Hall, *President*, New Haven, Conn. H. M. Kochersperger, *Treasurer and Clerk of Corporation*, New Haven, Conn.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John M. Hall, New Haven, Conn. Wm. L. Squire, New Haven, Conn.
C. H. Platt, New Haven, Conn. H. M. Kochersperger, New Haven, Conn.
Wm. E. Barnett, New Haven, Conn.

We hereby certify that the statements contained in the foregoing return are full, just and true.

JOHN M. HALL,
W. L. SQUIRE,
H. M. KOCHERSPERGER,
Directors.
H. M. KOCHERSPERGER,
Treasurer.
W. E. CHAMBERLAIN,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Sept. 6, 1901. Then personally appeared the above-named W. E. Chamberlain, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

ALBERT W. MARTIN,
Justice of the Peace.

STATE OF CONNECTICUT.

CITY AND COUNTY OF NEW HAVEN, SS. SEPT. 14, 1901. Then personally appeared the above-named John M. Hall, W. L. Squire and H. M. Kochersperger, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JOHN G. PARKER,
Notary Public.

RETURN

OF THE

WORCESTER, NASHUA & ROCHESTER RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1901.

[Leased to and operated by the Boston & Maine.]

| GENERAL EXHIBIT FOR THE YEAR. | | |
|---|-------------|----------------|
| Rental received from lease of road, | | \$250,000 00 |
| Income from other sources: interest on bank account, | | 50 98 |
| GROSS INCOME, | | \$250,050 98 |
| Expenses and charges upon income accrued during the year: | | |
| Salaries and maintenance of organization, | \$2,527 16 | |
| Interest on funded debt, | 71,040 00 | |
| Interest and discount on unfunded debts and loans, | 2,975 46 | |
| TOTAL EXPENSES AND CHARGES UPON INCOME, | | 76,542 62 |
| NET DIVISIBLE INCOME, | | \$173,508 36 |
| Dividends declared ($5\frac{1}{4}$ per cent on 30,644 shares), | | 176,203 00 |
| Deficit for the year ending June 30, 1901, | | \$2,694 64 |
| Amount of deficit June 30, 1900, | | 344,101 38 |
| TOTAL DEFICIT JUNE 30, 1901, | | \$346,796 02 |
| GENERAL BALANCE SHEET JUNE 30, 1901. | | |
| ASSETS. | | DR. |
| Cost of road, | | \$4,138,584 99 |
| Cost of equipment, | | 415,336 03 |
| TOTAL PERMANENT INVESTMENTS, | | \$4,553,921 02 |
| Cash, | \$41,522 96 | |
| Worcester, Nashua & Rochester stock, | 35,400 00 | |
| TOTAL CASH AND CURRENT ASSETS, | | 76,922 96 |
| Profit and loss balance (deficit), | | 346,796 02 |
| TOTAL, | | \$4,977,640 00 |

| LIABILITIES. | | | | Cr. | |
|---|--|--|--|----------------|----------------|
| Capital stock, | | | | | \$3,099,800 00 |
| Funded debt, | | | | | 1,776,000 00 |
| Current liabilities: | | | | | |
| Loans and notes payable, | | | | \$70,000 00 | |
| Matured interest coupons unpaid (including coupons due July 1), | | | | 28,040 00 | |
| TOTAL CURRENT LIABILITIES, | | | | | 98,040 00 |
| Accrued liabilities: interest accrued and not yet due, | | | | | 3,800 00 |
| TOTAL, | | | | | \$4,977,640 00 |
| CAPITAL STOCK. | | | | | |
| Capital stock authorized by law, | | | | \$3,600,000 00 | |
| Capital stock authorized by votes of company, | | | | 3,099,800 00 | |
| Capital stock issued and outstanding, | | | | | \$3,099,800 00 |
| Number of shares issued and outstanding, | | | | 30,998 | |
| Number of stockholders, | | | | 805 | |
| Number of stockholders in Massachusetts, | | | | 553 | |
| Amount of stock held in Massachusetts, | | | | \$904,800 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|---------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| | Per Cent. | | | |
| First mortgage bonds, | 4 | Jan. 1, 1906, | \$150,000 | \$3,000 00 |
| First mortgage bonds, | 4 | Jan. 1, 1913, | 511,000 | 10,220 00 |
| First mortgage bonds, | 4 | Jan. 1, 1930, | 735,000 | 14,640 00 |
| First mortgage bonds, | 4 | Oct. 1, 1934, | 380,000 | 15,160 00 |
| TOTALS, | | | \$1,776,000 00 | \$43,020 00 |

DESCRIPTION OF RAILROAD OWNED.

(See also tabulated description in preceding appendix to report.)

| RAILROAD OWNED. | Total. | In Massachusetts. |
|--|---------|-------------------|
| | Miles. | Miles. |
| Length of main line, | 94.480 | 39.460 |
| Length of second track, | 18.130 | 18.130 |
| Length of side track, etc., | 47.660 | 29.460 |
| TOTAL LENGTH OF TRACK OWNED, | 160.270 | 87.050 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WORCESTER, NASHUA & ROCHESTER RAILROAD COMPANY,
BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

George G. Haven, *President*, 32 Nassau Street, New York. N. Y. Charles H. Bowen, *Treasurer and Clerk of Corporation*, 53 State Street, Boston, Mass. Elijah B. Stoddard, *General Counsel*, Worcester, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

George G. Haven, New York, N. Y. James N. Jarvie, New York, N. Y. Adrian Iselin, Jr., New York, N. Y. Elijah B. Stoddard, Worcester, Mass. George W. Armstrong, Brookline, Mass. William J. Sewall, Camden, N. J. Frederic Cromwell, New York, N. Y. Albert Wallace, Rochester, N. H. Nathaniel Thayer, Boston, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

G. G. HAVEN,
JAMES N. JARVIE,
FREDERIC CROMWELL,
ELIJAH B. STODDARD,
ALBERT WALLACE,
Directors.
CHARLES H. BOWEN.
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, July 25, 1901. Then personally appeared the above-named Albert Wallace, Charles H. Bowen and Elijah B. Stoddard, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

BENJAMIN J. BARRON,
Notary Public.

STATE OF NEW YORK.

COUNTY OF NEW YORK, ss. AUG. 2, 1901. Then personally appeared G. G. Haven, James N. Jarvie and Frederic Cromwell, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

MARTIN EICHE,
Notary Public, New York County.

The undersigned, commissioner of Worcester & Nashua Railroad Company for the Commonwealth of Massachusetts, having examined the report of the president and directors of the company for the year ending June, 1901, believes it to be correct, and hereby approves the same.

WORCESTER, Aug. 15, 1901.

The undersigned, commissioner of the Commonwealth of Massachusetts for the Worcester and Nashua Railroad Company, on the above-named date examined the accounts of said company for the year aforesaid, so far as to determine what proportion of the receipts and expenditures pertained to that part of the road lying in Massachusetts, and what proportion to that part lying in New Hampshire, with the following result:—

| | |
|---|----------------|
| Total cost of road and equipment (94.48) miles, | \$4,533,921 02 |
| Cost of road lying in Massachusetts (34.46 miles), including equipment, | 2,268,583 28 |
| Cost of road lying in New Hampshire (55.02 miles) including equipment, | 2,285,337 74 |
| Total income of entire road (leased), | 250,000 00 |
| Interest on bank account, | 50 98 |
| Gross income, | 250,050 98 |
| Expended for salaries and maintenance of organization, | 2,527 16 |
| Interest on funded debt, | 71,040 00 |
| Interest on unfunded debt, | 2,975 46 |
| Total expenses and charges, | 76,542 62 |
| Net income of entire road, | 173,508 36 |

The road being under lease to the Boston & Maine Railroad, no account is taken of the cost of permanent improvements, or the expenditures and receipts connected with its operation by that company.

An equal apportionment is hereby made of income and expenses to the parts of the road lying respectively in Massachussetts and New Hampshire, on the basis of nearly equal cost of the separate sections, including equipments.

JOHN J. PUTNAM,
Commissioner.

REPORT

OF THE

AMESBURY & HAMPTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

[Leased to the Exeter, Hampton & Amesbury of New Hampshire.]

| GENERAL EXHIBIT FOR THE YEAR. | | |
|---|--------------|--------------|
| Rental received from lease of railway, | | \$4,500 00 |
| Expenses and charges upon income accrued during the year: interest on funded debt, | | 2,500 00 |
| Surplus for the year ending September 30, 1901, | | \$2,000 00 |
| Amount of surplus September 30, 1900, | | 1,034 95 |
| TOTAL SURPLUS SEPTEMBER 30, 1901, | | \$3,034 95 |
| GENERAL BALANCE SHEET SEPTEMBER 30, 1901. | | |
| ASSETS. | | Dr. |
| Cost of railway: | | |
| Roadbed and tracks, | \$109,238 88 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 22,456 36 | |
| Engineering and other expenses incident to construction, | 1,941 23 | |
| TOTAL COST OF RAILWAY OWNED, | | \$133,636 47 |
| Cost of equipment: cars and other rolling stock and vehicles, | | 27,385 36 |
| Cost of land and buildings: | | |
| Land necessary for operation of railway, | \$1,275 00 | |
| Electric power stations, including equipment, | 18,000 00 | |
| Other buildings necessary for operation of railway, | 8,485 34 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | 27,760 34 |
| TOTAL PERMANENT INVESTMENTS, | | \$188,782 17 |
| Cash and current assets: cash, | | 50 90 |
| TOTAL, | | \$188,833 07 |
| LIABILITIES. | | Cr. |
| Capital stock, | | \$100,000 00 |
| Funded debt, | | 50,000 00 |

| | | |
|--|-------------|--------------|
| Current liabilities: | | |
| Loans and notes payable, | \$17,700 00 | |
| Audited vouchers and accounts, | 18,098 12 | |
| TOTAL CURRENT LIABILITIES, | | \$35,798 12 |
| Profit and loss balance (surplus), | | 3,034 95 |
| TOTAL, | | \$188,833 07 |

| | | |
|---|-------------|-------------|
| PROPERTY ACCOUNTS. | | |
| Additions to railway: | | |
| Extension of tracks (4.3 miles), | \$53,577 65 | |
| New electric line construction, | 9,792 00 | |
| TOTAL ADDITIONS TO RAILWAY, | | \$63,369 65 |
| Additions to land and buildings: new electric power stations, including machinery, etc., | | 18,000 00 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | | \$81,369 65 |

| | | |
|---|--------------|--------------|
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$100,000 00 | |
| Capital stock authorized by votes of company, | 100,000 00 | |
| Capital stock issued and outstanding, | | \$100,000 00 |
| Number of shares issued and outstanding, | 1,000 | |
| Number of stockholders, | 7 | |
| Number of stockholders in Massachusetts, | 6 | |
| Amount of stock held in Massachusetts, | \$99,900 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|--------------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage (20-year) gold bonds, | Per Cent. 5 | Oct 1, 1919, . | \$50,000 00 | \$2,500 00 |

RAILWAY OWNED.

| | |
|--|--------------|
| Length of railway line, | 8.630 miles. |
| Length of sidings, switches, etc., | .280 " |
| Total, computed as single track, | 8.910 " |

Names of the several cities and towns in which the railway owned by the company is located: Salisbury and Amesbury.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

AMESBURY & HAMPTON STREET RAILWAY COMPANY,
60 STATE STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Wallace D. Lovell, *President*, 60 State Street, Boston, Mass. Edwin L. Pride, *Treasurer*, 60 State Street, Boston, Mass. Henry F. Carey, *Clerk of Corporation*, 60 State Street, Boston, Mass. Storey, Thorndike & Palmer, *General Counsel*, 53 State Street, Boston, Mass. Charles E. Stanwood, *Auditor*, Needham, Mass. Albert E. McReel, *General Manager and Superintendent*, Exeter, N. H.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Richard E. Briggs, Amesbury, Mass. Edward R. Briggs, Amesbury, Mass. Henry F. Carey, Amesbury, Mass. Wallace D. Lovell, West Newton, Mass. Edwin L. Pride, Somerville, Mass. Albert E. McReel, Exeter, N. H.

We hereby certify that the statements contained in the foregoing report are full, just and true.

WALLACE D. LOVELL,

ALBERT E. McREEL,

RICHARD E. BRIGGS,

EDWIN L. PRIDE,

Directors.

EDWIN L. PRIDE,

Treasurer.

ALBERT E. McREEL,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 13, 1901. Then personally appeared the above-named Wallace D. Lovell, Albert E. McReel, Richard E. Briggs and Edwin L. Pride, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHARLES E. OBER,

Notary Public.

REPORT

OF THE

AMHERST & SUNDERLAND STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|-------------|
| Gross earnings from operation, | \$14,694 59 |
| Operating expenses, | 11,207 70 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$3,486 89 |
| Charges upon income accrued during the year : | |
| Interest on funded debt, | \$967 50 |
| Interest and discount on unfunded debts and loans, | 491 67 |
| Taxes, State and local, | 388 41 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 1,847 58 |
| NET DIVISIBLE INCOME, | \$1,639 31 |
| Dividends declared (4 per cent), | 880 00 |
| Surplus for the year ending September 30, 1901, | \$759 31 |
| Amount of deficit September 30, 1900, | 2,512 42 |
| TOTAL DEFICIT SEPTEMBER 30, 1901, | \$1,753 11 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$14,423 09 |
| Receipts from carriage of mails, | 200 00 |
| Receipts from advertising in cars, | 71 50 |
| GROSS EARNINGS FROM OPERATION, | \$14,694 59 |
| EXPENSES OF OPERATION. | |
| General expenses : | |
| Salaries of general officers and clerks, | \$969 10 |
| General office expenses and supplies, | 106 14 |
| Insurance, | 248 06 |
| Other general expenses: sundry equipment expense, \$7.40; commissioners' report, \$20; park account, \$31.95, | 59 35 |
| Maintenance of roadway and buildings : | |
| Repair of roadbed and track, | 180 59 |
| Repair of electric line construction, | 19 60 |
| Removal of snow and ice, | 65 48 |
| Repair of buildings, | 454 70 |

| | |
|--|--------------------|
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | \$358 71 |
| Repair of electric equipment of cars, | 269 42 |
| Transportation expenses: | |
| Cost of electric motive power, \$4,428.49; less power sold, \$427.50; net, | 4,000 99 |
| Wages and compensation of persons employed in conducting transportation, | 4,200 60 |
| Damages for injuries to persons and property, | 16 50 |
| Rentals of buildings and other property, | 15 00 |
| Other transportation expenses: incidental expense, oil, waste, etc., | 243 46 |
| TOTAL OPERATING EXPENSES, | \$11,207 70 |

PROPERTY ACCOUNTS.

| | |
|---|--------------------|
| Additions to railway: | |
| Extension of tracks (length, 30,470 feet), | \$31,408 32 |
| New electric line construction (length, 30,470 feet), | 5,232 22 |
| Other additions to railway: | |
| Engineering account, | 652 73 |
| Interest accrued during construction, | 458 20 |
| TOTAL ADDITIONS TO RAILWAY, | \$37,751 47 |
| Additions to equipment: | |
| Additional cars (3 in number) and 2 flat cars, | \$1,788 49 |
| Electric equipment of same, | 2,442 50 |
| Other additions to equipment: sundry equipment, | 105 91 |
| TOTAL ADDITIONS TO EQUIPMENT, | 4,336 90 |
| Additions to land and buildings: | |
| Additional land necessary for operation of railway, | \$185 00 |
| New electric power stations, including machinery, etc., | 10,967 00 |
| Other new buildings necessary for operation of railway, | 2,088 69 |
| TOTAL ADDITIONS TO LAND AND BUILDINGS, | 13,240 69 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$55,329 06 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1901.

| | ASSETS. | DR. |
|--|--------------------|-----|
| Cost of railway: | | |
| Roadbed and tracks, | \$54,042 69 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 10,318 28 | |
| Interest accrued during construction of railway, | 458 20 | |
| Engineering and other expenses incident to construction, | 1,011 81 | |
| TOTAL COST OF RAILWAY OWNED, | \$65,830 98 | |

| | | |
|---|-------------|---------------------|
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, | \$6,505 72 | |
| Electric equipment of same, | 6,030 19 | |
| Other items of equipment: sundry equipment, | 374 22 | |
| TOTAL COST OF EQUIPMENT OWNED, | | \$12,910 13 |
| Cost of land and buildings: | | |
| Land necessary for operation of railway, | \$185 00 | |
| Electric power stations, including equipment, | 16,216 60 | |
| Other buildings necessary for operation of railway, | 2,926 33 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | 19,327 93 |
| TOTAL PERMANENT INVESTMENTS, | | \$98,069 04 |
| Cash and current assets: | | |
| Cash, | \$442 83 | |
| Bills and accounts receivable, | 128 00 | |
| TOTAL CASH AND CURRENT ASSETS, | | 570 83 |
| Miscellaneous assets: materials and supplies, | | 1,090 46 |
| Profit and loss balance (deficit), | | 1,753 11 |
| TOTAL, | | \$101,483 44 |
| LIABILITIES. | | CR. |
| Capital stock, | | \$48,000 00 |
| Funded debt, | | 21,500 00 |
| Current liabilities: | | |
| Loans and notes payable, | \$30,000 00 | |
| Audited vouchers and accounts, | 1,207 69 | |
| TOTAL CURRENT LIABILITIES, | | 31,207 69 |
| Accrued liabilities: | | |
| Interest accrued and not yet due, | \$613 75 | |
| Taxes accrued and not yet due, | 162 00 | |
| TOTAL ACCRUED LIABILITIES, | | 775 75 |
| TOTAL, | | \$101,483 44 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$48,000 00 | |
| Capital stock authorized by votes of company, | 48,000 00 | |
| Capital stock issued and outstanding, | | \$48,000 00 |
| Number of shares issued and outstanding, | 480 | |
| Number of stockholders, | 107 | |
| Number of stockholders in Massachusetts, | 105 | |
| Amount of stock held in Massachusetts, | \$47,400 00 | |

FUNDED DEBT.

\$21,500 first mortgage 5 per cent bonds issued and used as collateral for note of equal amount.

VOLUME OF TRAFFIC, ETC.

| | |
|--|---------|
| Number of passengers paying revenue carried during the year, | 292,735 |
| Number carried per mile of main railway track operated, | 28,926 |
| Number of car miles run, | 103,643 |
| Average number of persons employed, | 12 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Not Equipped. | Equipped with Electric Heaters. | Number of Motors. |
|----------------------------------|------------------------------|---------------|---------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | |
| Box passenger cars, | 3 | - | 3 | 6 |
| Open passenger cars, | 3 | - | - | 6 |
| TOTAL, | 6 | - | 3 | 12 |
| CARS — OTHER SERVICE. | | | | |
| Platform freight cars, | - | 2 | - | - |
| Snow ploughs, | - | 1 | - | - |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|---------------|
| Length of railway line, | 10 120 miles. |
| Length of sidings, switches, etc., | .315 " |
| Total, computed as single track, | 10.435 " |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|------------|
| Length of railway line, | .123 mile. |
|-----------------------------------|------------|

Names of the several cities and towns in which the railways operated by the company are located: Amherst and Sunderland.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|---|-------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of company's railway with railroads at grade (1 in number), viz.: | | |
| With Central Vermont Railroad, | 1 | 1 |

Number of above crossings at which *frogs* are inserted in the tracks, . 1

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | - | - | 1 | - | 1 |
| Employees, | - | - | - | 2 | - | 2 |
| Other persons, | - | - | - | - | - | - |
| TOTALS, | - | - | - | 3 | - | 3 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

AMHERST & SUNDERLAND STREET RAILWAY COMPANY,
AMHERST, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Walter D. Cows, *President*, North Amherst, Mass. Mason A. Dickinson, *Vice-President and Treasurer*, Amherst, Mass. Charles H. Edwards, *Clerk of Corporation*, Amherst, Mass. Louis N. Wheelock, *Superintendent*, Amherst, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Walter D. Cows, North Amherst, Mass. Mason A. Dickinson, Amherst, Mass. Frank A. Cadwell, Amherst, Mass. Levi Stockbridge, Amherst, Mass. Theodore L. Paige, Amherst, Mass. Henry B. Edwards, Amherst, Mass. George E. Fisher, North Amherst, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

W. D. COWLS,
MASON A. DICKINSON,
LEVI STOCKBRIDGE,
HENRY B. EDWARDS,
GEORGE E. FISHER,

Directors.

MASON A. DICKINSON,

Treasurer.

LOUIS N. WHEELOCK,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

HAMPSHIRE, SS. AMHERST, Nov. 5, 1901. Then personally appeared the above-named W. D. Cows, Mason A. Dickinson, Levi Stockbridge, Henry B. Edwards and George E. Fisher, directors, Louis N. Wheelock, superintendent, and Mason A. Dickinson, treasurer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

C. H. EDWARDS,

Justice of the Peace.

REPORT

OF THE

ATHOL & ORANGE STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|-------------|
| Gross earnings from operation, | \$36,199 43 |
| Operating expenses, | 22,994 84 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$13,204 59 |
| Charges upon income accrued during the year: | |
| Interest on funded debt, \$3,000 00 | |
| Taxes, State and local, 1,941 64 | |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 4,941 64 |
| NET DIVISIBLE INCOME, | \$8,262 95 |
| Dividends declared: | |
| 4 per cent on \$60,000, \$2,400 00 | |
| 4 per cent on \$74,500, 2,980 00 | |
| TOTAL DIVIDENDS DECLARED, | \$5,380 00 |
| Surplus for the year ending September 30, 1901, | \$2,882 95 |
| Amount of surplus September 30, 1900, | 21,249 77 |
| Credits to profit and loss account during the year: premium on 145 shares new stock, | 2,900 00 |
| TOTAL SURPLUS SEPTEMBER 30, 1901, | \$27,032 72 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$35,987 60 |
| Receipts from advertising in cars, | 211 83 |
| GROSS EARNINGS FROM OPERATION, | \$36,199 43 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks, | \$1,596 00 |
| General office expenses and supplies, | 766 59 |
| Insurance, | 1,827 25 |
| Other general expenses: amusements, | 3,044 22 |

| | |
|--|--------------------|
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | \$1,015 21 |
| Repair of electric line construction, | 312 96 |
| Removal of snow and ice, | 205 60 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | 1,174 78 |
| Repair of electric equipment of cars, | 1,233 14 |
| Transportation expenses: | |
| Cost of motive power, | 4,416 22 |
| Wages and compensation of persons employed in conducting transportation, | 6,936 49 |
| Damages for injuries to persons and property, | 466 38 |
| TOTAL OPERATING EXPENSES, | \$22,994 84 |

PROPERTY ACCOUNTS.

| | |
|---|--------------------|
| Additions to equipment: electric equipment, | \$207 21 |
| Additions to land and buildings: | |
| Additional land necessary for operation of railway, | \$1,000 00 |
| New buildings necessary for operation of railway, | 942 50 |
| TOTAL ADDITION TO LAND AND BUILDINGS, | 1,942 50 |
| Additions to other permanent property: park property, | 17,400 00 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$19,549 71 |

GENERAL BALANCE SHEET, SEPTEMBER 30, 1901.

| ASSETS. | | DR. |
|--|-------------|---------------------|
| Cost of railway: | | |
| Roadbed and tracks, | \$70,609 58 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 17,893 46 | |
| Engineering and other expenses incident to construction, | 6,020 57 | |
| TOTAL COST OF RAILWAY OWNED, | | \$94,523 61 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, | \$15,811 24 | |
| Electric equipment of same, | 12,637 28 | |
| Other items of equipment: generator, | 4,641 74 | |
| TOTAL COST OF EQUIPMENT OWNED, | | 33,090 26 |
| Cost of land and buildings: land necessary for operation of railway, | | 9,196 62 |
| Other permanent property: | | |
| Tenements and land, | \$2,942 50 | |
| Park property, | 17,400 00 | |
| TOTAL COST OF OTHER PERMANENT PROPERTY OWNED, | | 20,342 50 |
| TOTAL PERMANENT INVESTMENTS, | | \$157,152 99 |
| Cash and current assets: cash, | | 4,379 73 |
| Miscellaneous assets: materials and supplies, | | 750 00 |
| TOTAL, | | \$162,282 72 |

| LIABILITIES. | | Cr. | |
|--|--|-----|--------------|
| Capital stock, | | | \$74,500 00 |
| Funded debt, | | | 60,000 00 |
| Accrued liabilities: interest accrued and not yet due, . . . | | | 750 00 |
| Profit and loss balance (surplus), | | | 27,032 72 |
| TOTAL, | | | \$162,282 72 |

| CAPITAL STOCK. | | | |
|---|-------------|--|-------------|
| Capital stock authorized by law, | \$74,500 00 | | |
| Capital stock authorized by votes of company, | 74,500 00 | | |
| Capital stock issued and outstanding, | | | \$74,500 00 |
| Number of shares issued and outstanding, | 745 | | |
| Number of stockholders, | 10 | | |
| Number of stockholders in Massachusetts, | 9 | | |
| Amount of stock held in Massachusetts, | \$73,300 00 | | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|---------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage bonds, | Per Cent. 5 | Jan. 1, 1915, . | \$60,000 00 | \$3,000 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|---------|
| Number of passengers paying revenue carried during the year, | 736,002 |
| Number carried per mile of main railway track operated, | 106,977 |
| Number of car miles run, | 137,056 |
| Average number of persons employed, | 16 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Equipped with Electric Heaters. | Number of Motors. |
|--------------------------------|------------------------------|---------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | |
| Box passenger cars, | 5 | 5 | 10 |
| Open passenger cars, | 5 | - | 10 |
| TOTAL, | 10 | 5 | 20 |
| Snow ploughs, | 1 | - | 2 |

MISCELLANEOUS EQUIPMENT.

| | |
|--|---|
| Highway vehicles: trolley wagon, | 1 |
| Other items of equipment: extra generator, | 1 |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|--------------|
| Length of railway line, | 6.880 miles. |
| Length of sidings, switches, etc., | .440 " |
| Total, computed as single track, | 7.320 " |

Names of the several cities and towns in which the railways operated by the company are located : Athol and Orange.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

ATHOL & ORANGE STREET RAILWAY COMPANY,
ATHOL, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Geo. D. Bates, *President*, Athol, Mass. Albert N. Ellis, *Treasurer*, Athol, Mass. Wm. D. Luey, *Clerk of Corporation*, Athol, Mass. Arthur F. Tyler, *Auditor*, Athol, Mass. W. D. Smith, *General Manager*, Athol, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Geo. D. Bates, Athol, Mass. Wm. D. Luey, Athol, Mass. Arthur F. Tyler, Athol, Mass. Hollis M. Slate, Athol, Mass. Wilson D. Smith, Athol, Mass. John W. Wheeler, Orange, Mass. Warren M. King, Northampton, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

WILLIAM D. LUEY,
WILSON D. SMITH,
GEO. D. BATES,
ARTHUR F. TYLER,
Directors.
ALBERT N. ELLIS,
Treasurer.
WILSON D. SMITH,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. ATHOL, Nov. 4, 1901. Then personally appeared the above-named William D. Luey, Wilson D. Smith, Geo. D. Bates, Arthur F. Tyler and Albert N. Ellis, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

PARKE B. SWIFT,
Justice of the Peace.

REPORT

OF THE

BERKSHIRE STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

[Railway under construction.]

| GENERAL BALANCE SHEET SEPTEMBER 30, 1901. | | |
|--|-----------|--------------|
| ASSETS. | | Dr. |
| Cost of railway: | | |
| Roadbed and tracks, | \$163,250 | 00 |
| Engineering and other expenses incident to construction, | 73,247 | 63 |
| TOTAL COST OF RAILWAY OWNED, | | \$236,497 63 |
| Cost of land and buildings: land necessary for operation of railway, | | |
| | | 16,158 95 |
| TOTAL PERMANENT INVESTMENTS, | | \$252,656 58 |
| Cash and current assets: cash, | | 77,459 90 |
| Miscellaneous assets: office furniture, | | 361 77 |
| TOTAL, | | \$330,478 25 |
| LIABILITIES. | | Cr. |
| Capital stock (amount paid in), | | \$329,215 00 |
| Current liabilities: | | |
| Audited vouchers and accounts, | \$1,125 | 23 |
| Miscellaneous current liabilities: interest accrued on cash deposited in bank, | 138 | 02 |
| TOTAL CURRENT LIABILITIES, | | 1,263 25 |
| TOTAL, | | \$330,478 25 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | | \$550,000 00 |
| Capital stock authorized by votes of company, | | 550,000 00 |
| Amount paid in on 5,500 shares not yet issued, | | \$329,215 00 |
| Number of stockholders, | | 63 |
| Number of stockholders in Massachusetts, | | 55 |
| Amount of stock held in Massachusetts, | | \$307,590 00 |

Names of the several cities and towns in which the railway owned by the company is located: Cheshire, Lanesborough, Pittsfield, Lenox, Lee, Great Barrington and Stockbridge.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BERKSHIRE STREET RAILWAY COMPANY,
PITTSFIELD, BERKSHIRE COUNTY, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Ralph D. Gillett, *President*, Pittsfield, Mass. Bradley D. Rising, *Vice-President*, Springfield, Mass. Arthur W. Eaton, *Treasurer*, Pittsfield, Mass. Franklin Weston, *Clerk of Corporation*, Dalton, Mass. Charles E. Hibbard, *General Counsel*, Pittsfield, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Ralph D. Gillett, Westfield, Mass. Bradley D. Rising, Springfield, Mass. Arthur W. Eaton, Pittsfield, Mass. Franklin Weston, Dalton, Mass. John P. Pomeroy, Great Barrington, Mass. Thomas Post, Lenox, Mass. Thomas D. Peck, Pittsfield, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

BRADLEY D. RISING,
RALPH D. GILLETT,
ARTHUR W. EATON,
FRANKLIN WESTON,
THOMAS D. PECK,
JOHN P. POMEROY,
THOMAS POST,
Directors.
ARTHUR W. EATON,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

BERKSHIRE, SS. PITTSFIELD, Nov. 26, 1901. Then personally appeared the above-named Bradley D. Rising, Ralph D. Gillett, Arthur W. Eaton, Franklin Weston, Thomas D. Peck, John P. Pomeroy and Thomas Post, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ARCHIE D. ROBINSON,
Notary Public.

REPORT

OF THE

BEVERLY & DANVERS STREET RAILWAY COMPANY

FOR THE PERIOD ENDING APRIL 10, 1901.

[Consolidated with Lynn & Boston April 10, 1901.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|-------------|
| Gross earnings from operation, | \$3,678 98 |
| Operating expenses, | 2,837 97 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$841 01 |
| Charges upon income accrued during the year: | |
| Interest on funded debt, | \$860 00 |
| Taxes, State and local, | 26 29 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 886 29 |
| Deficit for the period ending April 10, 1901, | \$45 28 |
| Amount of deficit September 30, 1900, | 6,507 39 |
| | \$6,552 67 |
| Credits to profit and loss account during the year: | |
| Special assessment, | \$19,475 00 |
| Adjustment of property to appraisal of G. Hodges, | 6,003 93 |
| TOTAL CREDITS, | \$25,478 93 |
| Debits to profit and loss account during the year: reconstruction charged off, | 17,930 90 |
| NET AMOUNT CREDITED TO PROFIT AND LOSS, | 7,548 03 |
| TOTAL SURPLUS APRIL 10, 1901, | \$995 36 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$3,678 98 |
| GROSS EARNINGS FROM OPERATION, | \$3,678 98 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks, | \$10 51 |
| General office expenses and supplies, | 4 00 |

| | |
|---|------------|
| General expenses — <i>Concluded.</i> | |
| Insurance, | \$245 06 |
| Other general expenses: miscellaneous, \$117.85; internal revenue tax, \$12.10, | 129 95 |
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | 10 13 |
| Repair of electric line construction, | 5 33 |
| Removal of snow and ice, | 36 96 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | 13 64 |
| Repair of electric equipment of cars, | 19 65 |
| Transportation expenses: | |
| Cost of electric motive power, | 551 18 |
| Wages and compensation of persons employed in conducting transportation, | 1,297 53 |
| Tolls for trackage over other railways, | 273 36 |
| Other transportation expenses: car service supplies, \$2.61; cleaning and oiling track, \$1.31; miscellaneous car service expenses, \$236.75, | 240 67 |
| TOTAL OPERATING EXPENSES, | \$2,837 97 |

PROPERTY ACCOUNTS.

| | |
|--|-------------|
| Additions to railway: | |
| Adjustment to appraisal, track and roadway, | \$1,900 81 |
| Adjustment to appraisal, electric line, | 1,866 68 |
| TOTAL ADDITIONS TO RAILWAY, | \$3,767 49 |
| Additions to equipment: adjustment to appraisal, cars and other vehicles and electric equipment of same, | 515 66 |
| Additions to land and buildings: | |
| Adjustment to appraisal, land necessary for operation of railway, | \$723 00 |
| Adjustment to appraisal, buildings necessary for operation of railway, | 997 78 |
| TOTAL ADDITIONS TO LAND AND BUILDINGS, | 1,720 78 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$6,003 93 |
| Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): reconstruction, | |
| | 17,930 90 |
| NET DEDUCTIONS FROM PROPERTY ACCOUNTS FOR THE YEAR, | \$11,926 97 |

GENERAL BALANCE SHEET APRIL 10, 1901.

| ASSETS. | Dr. |
|--|-------------|
| Cost of railway: | |
| Roadbed and tracks, | \$22,303 22 |
| Electric line construction, including poles, wiring, feeder lines, etc., | 4,035 55 |
| Interest accrued during construction of railway, | 1,135 99 |
| Engineering and other expenses incident to construction, | 357 67 |
| TOTAL COST OF RAILWAY OWNED, | \$27,832 43 |

| | | |
|---|-------------|-------------|
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, | \$2,570 00 | |
| Electric equipment of same, | 1,800 00 | |
| TOTAL COST OF EQUIPMENT OWNED, | | \$4,370 00 |
| Cost of land and buildings: | | |
| Land necessary for operation of railway, | \$1,500 00 | |
| Buildings necessary for operation of railway, | 3,200 00 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | 4,700 00 |
| TOTAL PERMANENT INVESTMENTS, | | \$36,902 43 |
| Cash and current assets: | | |
| Cash, | \$60 48 | |
| Bills and accounts receivable, | 52 50 | |
| Other cash and current assets: prepaid insurance, | 121 57 | |
| TOTAL CASH AND CURRENT ASSETS, | | 234 55 |
| TOTAL, | | \$37,136 98 |
| LIABILITIES. | | CR. |
| Capital stock, | | \$36,000 00 |
| Current liabilities: | | |
| Audited vouchers and accounts, | \$87 82 | |
| Miscellaneous current liabilities: outstanding tickets, | 39 97 | |
| TOTAL CURRENT LIABILITIES, | | 127 79 |
| Accrued liabilities: taxes accrued and not yet due, | | 13 83 |
| Profit and loss balance (surplus), | | 995 36 |
| TOTAL, | | \$37,136 98 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$36,000 00 | |
| Capital stock authorized by votes of company, | 36,000 00 | |
| Capital stock issued and outstanding, | | \$36,000 00 |
| Number of shares issued and outstanding, | 360 | |
| Number of stockholders, | 20 | |
| Number of stockholders in Massachusetts, | 20 | |
| Amount of stock held in Massachusetts, | \$36,000 00 | |

VOLUME OF TRAFFIC, ETC.

| | |
|--|--------|
| Number of passengers paying revenue carried during the year, | 74,572 |
| Number carried per mile of main railway track operated, | 17,092 |
| Number of car miles run, | 27,560 |
| Average number of persons employed, | 4 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|--------------------------------|---------------------------------|---------------------------|------------------------------------|-------------------|
| CARS—PASSENGER SERVICE. | | | | |
| Box passenger cars, | 1 | 1 | 1 | - |
| Open passenger cars, | 1 | 1 | - | - |
| TOTAL, | 2 | 2 | 1 | 4 |
| Snow ploughs, | 1 | - | - | - |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER.)

| RAILWAY OWNED, ETC. | Owned. | Trackage over other Railways. | Total Owned, etc. |
|--|--------|-------------------------------------|----------------------|
| | Miles. | Miles. | Miles. |
| Length of railway line, | 3.095 | 1.268 | 4.363 |
| Length of sidings, switches, etc., | .074 | - | .074 |
| TOTAL, COMPUTED AS SINGLE TRACK, | 3.169 | 1.268 | 4.437 |

Names of the several cities and towns in which the railways operated by the company are located: Beverly and Danvers.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|--|----------------------------------|----------|
| | Railroad. | Railway. |
| Crossing of company's railway with railroads at grade (2 in number), viz.: | | |
| With Boston & Maine Railroad, Elliot Street, Beverly, | 2 | 1 |
| With Boston & Maine Railroad (Gloucester Branch), | 2 | 1 |
| TOTAL NUMBER OF TRACKS AT CROSSINGS, | 4 | 2 |

Number of above crossings at which *frogs* are inserted in the tracks, 2

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BEVERLY & DANVERS STREET RAILWAY COMPANY,
333 UNION STREET, LYNN, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

P. F. Sullivan, *President*, 14 Kilby Street, Boston, Mass. Elwin C. Foster, *Vice-President and General Manager*, 14 Kilby Street, Boston, Mass. Charles Williams, *Treasurer*, 333 Union Street, Lynn, Mass. Edwin L. Stone, *Clerk of Corporation*, 14 Kilby Street, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Patrick F. Sullivan, Lowell, Mass. Elwin C. Foster, Lynn, Mass. Chas. Williams, Wakefield, Mass. Gilbert A. Tapley, Danvers, Mass. Bentley W. Warren, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

P. F. SULLIVAN,
E. C. FOSTER,
CHARLES WILLIAMS,
BENTLEY W. WARREN,
Directors.
CHARLES WILLIAMS,
Treasurer.
E. C. FOSTER,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Nov. 5, 1901. Then personally appeared the above-named P. F. Sullivan, E. C. Foster, Charles Williams and Bentley W. Warren, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

D. DANA BARTLETT,
Notary Public.

REPORT

OF THE

BLUE HILL STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|-------------|
| Gross earnings from operation, | \$18,563 01 |
| Operating expenses, | 24,991 60 |
| GROSS DEFICIT ABOVE OPERATING EXPENSES, . . . | \$6,428 59 |
| Charges upon income accrued during the year: | |
| Interest and discount on unfunded debts and loans, | \$3,407 44 |
| Taxes, State and local, | \$1,269 13 |
| Taxes, commutation, | 180 00 |
| | 1,449 13 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . | 4,856 57 |
| Deficit for the year ending September 30, 1901, | \$11,285 16 |
| Amount of deficit September 30, 1900, | 7,970 41 |
| Credits to profit and loss account during the year: insurance rebate, | \$84 00 |
| Debits to profit and loss account during the year: sundry items of operating expenses which should have been reported among the expenses for the year 1900, but which did not appear on the books till the current year on account of delay in presenting bills, | 2,280 00 |
| NET AMOUNT DEBITED TO PROFIT AND LOSS, . . . | 2,196 00 |
| TOTAL DEFICIT SEPTEMBER 30, 1901, | \$21,451 57 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$17,941 00 |
| Receipts from carriage of mails, | 100 00 |
| Receipts from advertising in cars, | 62 50 |
| Other earnings from operation: power sold, | 459 51 |
| GROSS EARNINGS FROM OPERATION, | \$18,563 01 |

| EXPENSES OF OPERATION. | |
|---|--------------------|
| General expenses: | |
| Salaries of general officers and clerks, | \$3,424 54 |
| General office expenses and supplies, | 379 14 |
| Legal expenses, | 357 17 |
| Insurance, | 419 55 |
| Other general expenses: directors' fees, travelling expenses, etc., | 133 32 |
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | 1,381 38 |
| Repair of electric line construction, | 320 46 |
| Removal of snow and ice, | 18 56 |
| Repair of buildings, | 24 30 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | 1,061 18 |
| Repair of electric equipment of cars, | 1,428 56 |
| Transportation expenses: | |
| Cost of electric motive power, | 8,263 64 |
| Wages and compensation of persons employed in conducting transportation, | 6,704 88 |
| Damages for injuries to persons and property, | 11 50 |
| Other transportation expenses: | |
| Car house expense, | 837 53 |
| Supplies for cars, including lubricants and waste, | 225 89 |
| TOTAL OPERATING EXPENSES, | \$24,991 60 |
| PROPERTY ACCOUNTS. | |
| Additions to railway: paving, etc., including balance of cost of 35,877 feet reported in year ending September 30, 1900, | \$8,317 46 |
| Additions to equipment: | |
| Electric equipment of old cars, | \$1,441 87 |
| Other additional rolling stock and vehicles, | 392 13 |
| Other additions to equipment: tools and instruments, | 38 14 |
| TOTAL ADDITIONS TO EQUIPMENT, | 1,872 14 |
| Additions to land and buildings: | |
| New electric power stations, including machinery, etc., and additional equipment of power stations, | \$29,036 02 |
| Other new buildings necessary for operation of railway, | 2,013 34 |
| TOTAL ADDITIONS TO LAND AND BUILDINGS, | 31,049 36 |
| Additions to other permanent property: | |
| Office furniture and fixtures, | \$50 49 |
| One-half construction of bridge over Neponset River at Canton, | 603 65 |
| Organization, | 1,124 60 |
| TOTAL ADDITIONS TO OTHER PERMANENT PROPERTY, | 1,778 74 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$43,017 70 |
| Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): electric line construction material, | 256 46 |
| NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, | \$42,761 24 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1901.

| ASSETS. | | Dr. |
|---|-----------------------|--------------|
| Cost of railway: | | |
| Roadbed and tracks, | \$85,057 70 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 16,843 16 | |
| TOTAL COST OF RAILWAY OWNED, | | \$101,900 86 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, | \$15,148 36 | |
| Electric equipment of same, | 15,182 13 | |
| Other items of equipment: tools and instru- ments, | 108 80 | |
| TOTAL COST OF EQUIPMENT OWNED, | | 30,439 29 |
| Cost of land and buildings: | | |
| Land necessary for operation of railway, | \$2,000 00 | |
| Electric power stations, including equipment, Other buildings necessary for operation of railway, | 75,623 09 6,658 39 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | 84,281 48 |
| Other permanent property: | | |
| Organization, | \$1,124 60 | |
| Office furniture and fixtures, | 50 49 | |
| Bridge over Neponset River, | 603 65 | |
| TOTAL COST OF OTHER PERMANENT PROPERTY OWNED, | | 1,778 74 |
| TOTAL PERMANENT INVESTMENTS, | | \$218,400 37 |
| Cash and current assets: | | |
| Cash, | \$1,327 50 | |
| Bills and accounts receivable, | 1,743 83 | |
| TOTAL CASH AND CURRENT ASSETS, | | 3,071 33 |
| Miscellaneous assets: | | |
| Materials and supplies, | \$7,562 20 | |
| Other assets and property: | | |
| Discount, | 232 41 | |
| Unexpired insurance, | 737 43 | |
| TOTAL MISCELLANEOUS ASSETS, | | 8,532 04 |
| Profit and loss balance (deficit), | | 21,451 57 |
| TOTAL, | | \$251,455 31 |
| LIABILITIES. | | Cr. |
| Capital stock, | | \$150,000 00 |
| Current liabilities: | | |
| Loans and notes payable, | \$97,016 12 | |
| Audited vouchers and accounts, | 2,031 37 | |
| Salaries and wages, | 379 52 | |
| TOTAL CURRENT LIABILITIES, | | 99,427 01 |
| Accrued liabilities: | | |
| Interest accrued and not yet due, | \$637 85 | |
| Taxes accrued and not yet due, | 1,890 45 | |
| TOTAL ACCRUED LIABILITIES, | | 2,028 30 |
| TOTAL, | | \$251,455 31 |

| CAPITAL STOCK. | | |
|---|--------------|--------------|
| Capital stock authorized by law, | \$150,000 00 | |
| Capital stock authorized by votes of company, | 150,000 00 | |
| Capital stock issued and outstanding, | | \$150,000 00 |
| Number of shares issued and outstanding, | 1,500 | |
| Number of stockholders, | 41 | |
| Number of stockholders in Massachusetts, | 39 | |
| Amount of stock held in Massachusetts, | \$145,000 00 | |

| VOLUME OF TRAFFIC, ETC. | |
|--|---------|
| Number of passengers paying revenue carried during the year, | 44,683 |
| Number carried per mile of main railway track operated, | 4,189 |
| Number of car miles run, | 139,058 |
| Average number of persons employed, | 25 |

| DESCRIPTION OF EQUIPMENT. | | | | | | |
|--------------------------------|---------------------------------|---------------|----------------------------|---------------------------|------------------------------------|-------------------|
| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Not Equipped. | Total Pas- senger Cars. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
| CARS — PASSENGER SERVICE. | | | | | | |
| Box passenger cars, | 6 | 3 | 9 | 8 | 8 | 18 |
| Open passenger cars, | 2 | - | 2 | 2 | - | 4 |
| TOTAL, | 8 | 3 | 11 | 10 | 8 | 22 |
| CARS — OTHER SERVICE. | | | | | | |
| Experimental car, | 1 | - | - | - | - | 2 |
| Snow ploughs, | 1 | - | - | - | - | 2 |

| MISCELLANEOUS EQUIPMENT. | |
|--|---|
| Highway vehicles: trolley wagon, | 1 |

| RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER). | |
|---|---------------|
| Length of railway line, | 10.666 miles. |
| Length of sidings, switches, etc., | .629 " |
| Total, computed as single track, | 11.295 " |

Names of the several cities and towns in which the railways operated by the company are located: Canton and Stoughton.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|---|----------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of company's railway with railroads at grade (1 in number), viz.: | | |
| With New York, New Haven & Hartford Railroad, on Washington Street, Canton, | 2 | 1 |
| With Kinsley Iron & Machine Company's private siding, operated by oxen, on Washington Street, Canton, | 1 | 1 |
| TOTAL NUMBER OF TRACKS AT CROSSINGS, | 3 | 2 |

Number of above crossings at which *frogs* are inserted in the tracks, . . . 3

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | 4 | - | 1 | - | 5 |
| Employees, | - | 2 | - | - | - | 2 |
| Other persons, | - | - | - | 2 | - | 2 |
| TOTALS, | - | 6 | - | 3 | - | 9 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BLUE HILL STREET RAILWAY COMPANY,

93 FEDERAL STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Chas. H. French, *President*, Canton, Mass. Henry G. Bradlee, *Vice-President*, Brookline, Mass. Edmund J. B. Huntoon, *Treasurer and Manager*, Boston, Mass. Eliot Wadsworth, *Clerk of Corporation*, Boston, Mass. Gaston, Snow & Saltonstall, *General Counsel*, Boston, Mass. Stone & Webster, *General Managers*, Boston, Mass. A. H. Walcott, *Superintendent*, Canton, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Henry G. Bradlee, Brookline, Mass. Chas. H. French, Canton, Mass. William O. Chapman, Boston, Mass. William E. C. Swan, Stoughton, Mass. Charles A. Stone, Newton, Mass. Edwin S. Webster, Brookline, Mass. Edmund J. B. Huntoon, Canton, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

EDWIN S. WEBSTER,
HENRY G. BRADLEE,
C. H. FRENCH,
WILLIAM O. CHAPMAN,
E. J. B. HUNTOON,
CHARLES A. STONE,

Directors.

E. J. B. HUNTOON,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, NOV. 5, 1901. Then personally appeared the above-named Edwin S. Webster, Henry G. Bradlee, C. H. French, William O. Chapman, E. J. B. Huntoon and Charles A. Stone, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

KARL A. ANDRÉN,

Justice of the Peace.

REPORT

OF THE

BOSTON & CHELSEA RAILROAD COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

[Leased to the Boston Elevated and operated by the Boston & Northern.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|--------------|
| Rental received from lease of railway, | \$7,260 00 |
| Dividends declared (6 per cent), | \$7,260 00 |
| GENERAL BALANCE SHEET SEPTEMBER 30, 1901. | |
| ASSETS. | DR. |
| Cost of railway, | \$121,000 00 |
| TOTAL, | \$121,000 00 |
| LIABILITIES. | CR. |
| Capital stock, | \$121,000 00 |
| TOTAL, | \$121,000 00 |
| CAPITAL STOCK. | |
| Capital stock authorized by law, | \$300,000 00 |
| Capital stock authorized by votes of company, | 121,000 00 |
| Capital stock issued and outstanding, | \$121,000 00 |
| Number of shares issued and outstanding, | 2,420 |
| Number of stockholders, | 103 |
| Number of stockholders in Massachusetts, | 77 |
| Amount of stock held in Massachusetts, | \$98,350 00 |

RAILWAY OWNED.

| | |
|--|--------------|
| Length of railway line, | 4.116 miles. |
| Length of sidings, switches, etc., | .038 " |
| Total, computed as single track, | 4.154 " |

Name of the several cities and towns in which the railway owned by the company is located: Chelsea and (Charlestown District) Boston.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BOSTON & CHELSEA RAILROAD COMPANY,
101 MILK STREET, ROOM 706, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

William G. Wheildon, *President*, 75 State Street, Boston, Mass. John H. Studley, Jr., *Treasurer and Clerk of Corporation*, 101 Milk Street, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

William G. Wheildon, Boston, Mass. Chas. E. Fuller, Boston, Mass. T. Quincy Browne, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

W. G. WHEILDON,
T. QUINCY BROWNE,
C. E. FULLER,
Directors.
JOHN H. STUDLEY, JR
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 20, 1901. Then personally appeared the above-named W. G. Wheildon, T. Quincy Browne, C. E. Fuller and John H. Studley, Jr., and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GUSTAF A. DANIELSON,
Justice of the Peace.

REPORT

OF THE

BOSTON ELEVATED RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|-----------------|
| Gross earnings from operation, | \$10,792,993 09 |
| Operating expenses, | 7,336,597 31 |
| NET EARNINGS FROM OPERATION, | \$3,456,395 78 |
| Miscellaneous income: interest from special deposits, | 76,503 24 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$3,532,899 02 |
| Charges upon income accrued during the year: | |
| Interest on funded debt of the West End | |
| Street Railway Company, | \$575,550 67 |
| Taxes, State and local, | \$800,629 21 |
| Taxes, commutation, | 94,438 69 |
| | 895,067 90 |
| Rentals of leased railways: | |
| 7 per cent on West End | |
| Street Railway Company | |
| common stock, | \$635,950 00 |
| 8 per cent on West End | |
| Street Railway Company | |
| preferred stock, | 512,000 00 |
| 6 per cent on Somerville | |
| Horse Railroad Company | |
| stock, | 9,180 00 |
| | 1,157,130 00 |
| Payments to sinking and other special funds: | |
| depreciation fund, | 120,000 00 |
| Other deductions from in- | |
| come: rent of subway, | \$213,205 18 |
| Less amount collected from | |
| Boston & Northern Rail- | |
| way Company for 3 years | |
| and 28 days use by them | |
| to September 30, 1901, | 64,593 80 |
| | 148,611 38 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | \$2,896,359 95 |
| NET DIVISIBLE INCOME, | \$636,539 07 |
| Dividends declared (5½ per cent), | 575,000 00 |
| Surplus for the year ending September 30, 1901, | \$61,539 07 |
| Amount of surplus September 30, 1900, | 401,970 00 |
| TOTAL SURPLUS SEPTEMBER 30, 1901, | \$463,509 07 |

| EARNINGS FROM OPERATION. | |
|--|-----------------|
| Receipts from passengers carried, | \$10,562,533 45 |
| Receipts from carriage of mails, | 21,600 08 |
| Receipts from tolls for use of tracks by other companies, | 52,576 37 |
| Receipts from rentals of buildings and other property, | 67,506 92 |
| Receipts from advertising in cars, | 63,726 60 |
| Receipts from interest on deposits, | 12,804 16 |
| Other earnings from operation, | 12,245 51 |
| GROSS EARNINGS FROM OPERATION, | \$10,792,993 09 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks, | \$202,111 48 |
| General office expenses and supplies, | 73,215 18 |
| Legal expenses, | 190,853 72 |
| Insurance, | 77,678 59 |
| Other general expenses: telephone expenses, \$25,164.04; fare registers, \$4,089.44; miscellaneous, \$76,824.36; subscriptions and gratuities, \$15,693.71; inspection services, \$23,115.51; West End Street Railway Com- pany organization, \$9,300, | 154,187 06 |
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | 625,439 77 |
| Repair of electric line construction, | 150,176 41 |
| Removal of snow and ice, | 45,209 36 |
| Repair of buildings, | 56,690 70 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | 427,452 69 |
| Repair of electric equipment of cars, | 269,074 53 |
| Renewal of horses, harnesses, shoeing, etc., | 5,350 01 |
| Provender and stabling for horses, | 7,458 23 |
| Transportation expenses: | |
| Cost of electric motive power, \$680,743; less power sold, \$41,562.79; net, | 639,180 21 |
| Wages and compensation of persons employed in conduct- ing transportation, | 3,583,366 35 |
| Damages for injuries to persons and property, | 550,466 86 |
| Tolls for trackage over other railways, | 9,540 54 |
| Rentals of buildings and other property, | 44,854 58 |
| Other transportation expenses: | |
| Cleaning and oiling track, \$28,821.81; fuel, lights, water, etc., \$140,680.46, | 169,502 27 |
| Electric lamps, oil etc., for cars, \$17,431.77; miscella- neous supplies and expense, \$37,357, | 54,788 77 |
| TOTAL OPERATING EXPENSES, | \$7,336,597 31 |
| PROPERTY ACCOUNTS. | |
| Additions to railway: | |
| Extension of tracks, including foundations, structure, etc., | \$1,736,341 81 |
| New electric line construction, | 187,908 92 |
| Other additions to railway: engineering and other expenses incident to construction, | 170,532 16 |
| TOTAL ADDITIONS TO RAILWAY, | \$2,094,782 89 |

| | | |
|---|--------------|----------------|
| Additions to equipment: | | |
| Additional cars (100 in number), | \$433,300 77 | |
| Electric equipment of same, | 373,764 96 | |
| Other additions to equipment: machinery and tools, | 31,567 83 | |
| | | |
| TOTAL ADDITIONS TO EQUIPMENT, | | \$838,633 56 |
| Additions to land and buildings: | | |
| Additional land necessary for operation of railway, | \$143,990 97 | |
| New electric power stations, including machinery, etc., | 535,291 47 | |
| Other new buildings necessary for operation of railway, | 1,023,261 59 | |
| | | |
| TOTAL ADDITIONS TO LAND AND BUILDINGS, | | 1,752,544 03 |
| Additions to other permanent property: subway construction and equipment, | | 92,269 69 |
| | | |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | | \$4,778,230 17 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1901.

| | ASSETS. | DR. |
|--|----------------|----------------|
| Cost of railway: | | |
| Roadbed and tracks, including foundations, structure, etc., | \$3,607,899 46 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 188,567 87 | |
| Engineering and other expenses incident to construction, | 616,458 11 | |
| | | |
| TOTAL COST OF RAILWAY OWNED, | | \$4,412,925 44 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, | \$452,593 44 | |
| Electric equipment of same, | 382,785 72 | |
| Other items of equipment: machinery, tools, etc., | 39,067 83 | |
| | | |
| TOTAL COST OF EQUIPMENT OWNED, | | 874,446 99 |
| Cost of land and buildings: | | |
| Land necessary for operation of railway, | \$1,374,993 56 | |
| Electric power stations, including equipment, | 921,307 53 | |
| Other buildings necessary for operation of railway, | 1,218,627 15 | |
| | | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | 3,514,928 24 |
| Other permanent property: subway construction and equipment, | | 133,061 05 |
| | | |
| TOTAL PERMANENT INVESTMENTS, | | \$8,935,361 72 |
| Cash and current assets: | | |
| Cash, | \$636,799 77 | |
| Bills and accounts receivable, | 469,313 30 | |
| Other cash and current assets: | | |
| Stocks and bonds, | 212,010 72 | |
| Bonds deposited with the State Treasurer, | 500,000 00 | |
| | | |
| TOTAL CASH AND CURRENT ASSETS, | | 1,818,123 79 |

Miscellaneous assets :

Materials and supplies, \$604,191 81

Other assets and property: West End Street
Railway Company property account,
\$3,286,495.67; current account, \$708,-
945.16; bond account, \$30,604.90; Som-
erville Horse Railroad Company, \$102,-
851.11, 4,128,896 84

TOTAL MISCELLANEOUS ASSETS, \$4,733,088 65

TOTAL, \$15,486,574 16

LIABILITIES.**CR.**

Capital stock, \$10,000,000 00

Current liabilities :

Loans and notes payable, \$375,000 00

Audited vouchers and accounts, 421,056 15

Salaries and wages, 133,649 23

Dividends not called for, 9,884 00

Matured interest coupons unpaid (including
coupons due October 1), 35,400 00Rentals due and unpaid (including rentals
due October 1), 317,975 00Miscellaneous current liabilities: outstand-
ing tickets and checks, 20,281 73

TOTAL CURRENT LIABILITIES, 1,313,246 11

Accrued liabilities :

Interest accrued and not yet due, \$142,101 67

Taxes accrued and not yet due, 885,421 85

Rentals accrued and not yet due, 131,825 00

Miscellaneous accrued liabilities: West End
Street Railway Company lease account, 1,227,207 98

TOTAL ACCRUED LIABILITIES, 2,386,556 50

Sinking and other special funds :

Damage fund, \$423,262 48

Insurance fund, 300,000 00

Depreciation fund, 600,000 00

TOTAL SINKING AND OTHER SPECIAL FUNDS, 1,323,262 48

Profit and loss balance (surplus), 463,509 07

TOTAL, \$15,486,574 16

CAPITAL STOCK.

Capital stock authorized by law, \$20,000,000 00

Capital stock authorized by votes of company, 10,000,000 00

Capital stock issued and outstanding, \$10,000,000 00

Number of shares issued and outstanding, 100,000

Number of stockholders, 2,144

Number of stockholders in Massachusetts, 1,808

Amount of stock held in Massachusetts, \$7,680,700 00

SINKING AND OTHER SPECIAL FUNDS.

| | |
|---|-----------------------|
| Amount September 30, 1900, of damage fund, . . . | \$423,262 48 |
| Amount September 30, 1900, of insurance fund, . . . | 240,000 00 |
| Amount September 30, 1900, of depreciation fund, . . . | 480,000 00 |
| TOTAL, SEPTEMBER 30, 1900, . . . | \$1,143,262 48 |
| Additions during the year to insurance fund, . . . \$60,000 00 | |
| Additions during the year to depreciation fund, . . . 120,000 00 | |
| | 180,000 00 |
| TOTAL SINKING AND OTHER SPECIAL FUNDS, SEPTEMBER 30, 1901, . . . | \$1,323,262 48 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|-------------|
| Number of passengers paying revenue carried during the year, . . . | 213,703,983 |
| Number carried per mile of main railway track operated, . . . | 592,633 |
| Number of car miles run, . . . | 43,631,384 |
| Average number of persons employed, . . . | 7,729 |
| Company commenced operating elevated railway June 10, 1901. | |

DESCRIPTION OF EQUIPMENT OWNED AND LEASED.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Not Equipped. | Total Passenger Cars. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|----------------------------------|------------------------------|---------------|-----------------------|------------------------|---------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | | | |
| Box passenger cars,* | 1,675 | 169 | 1,844 | 1,575 | 1,675 | - |
| Open passenger cars, | 1,542 | 58 | 1,600 | 1,542 | - | - |
| TOTAL, | 3,217 | 227 | 3,444 | 3,117 | 1,675 | 4,453 |
| CARS — OTHER SERVICE. | | | | | | |
| Mail cars, | 11 | - | - | 11 | 11 | 22 |
| Work cars, | 5 | 9 | - | 14 | - | 10 |
| Other cars, | - | 13 | - | - | - | - |
| TOTAL, | 16 | 22 | - | 25 | 11 | 32 |
| Snow ploughs, | 212 | 75 | - | - | - | 2 |

MISCELLANEOUS EQUIPMENT OWNED AND LEASED.

| | |
|--|-----|
| Barges and omnibuses, | 10 |
| Carts and snow sleds, | 799 |
| Other railway rolling stock: | |
| Levellers, 61; road machines, 15; scrapers, 4, | 80 |
| Sweepers, | 9 |

* Including 100 cars for elevated lines.

MISCELLANEOUS EQUIPMENT OWNED AND LEASED — Concluded.

| | |
|---|-----|
| Other highway vehicles: | |
| Buggies, 47; caravans, 8; jiggers, 46; ambulance, 1, . | 94 |
| Sleighs and pungs, | 77 |
| Horses, | 285 |
| Harnesses (double, 245; single, 180), | 425 |
| Other items of equipment: machinery, tools, furniture, etc. | |

RAILWAY OWNED, LEASED AND OPERATED (BY ELECTRIC POWER).

| RAILWAY OWNED, ETC. | Owned. | Held under Lease or Contract. | Trackage over Other Railways. | Total Owned, etc. | Total Operated. |
|--|--------|----------------------------------|----------------------------------|-------------------|-----------------|
| ELEVATED. | Miles. | Miles. | Miles. | Miles. | Miles. |
| Length of railway line, | 6.644 | - | - | 6.644 | 6.644 |
| Length of second main track, | 6.468 | - | - | 6.468 | 6.468 |
| TOTAL LENGTH OF MAIN TRACK, | 13.112 | - | - | 13.112 | 13.112 |
| Length of sidings, switches, etc., | 2.431 | - | - | 2.431 | 2.431 |
| TOTAL, COMPUTED AS SINGLE TRACK, | 15.543 | - | - | 15.543 | 15.543 |
| SURFACE. | | | | | |
| Length of railway line, | 1.004 | 187.783 | 2.231 | 191.018 | 190.213 |
| Length of second main track, | .856 | 155.987 | 1.040 | 157.883 | 157.276 |
| TOTAL LENGTH OF MAIN TRACK, | 1.860 | 343.770 | 3.271 | 348.901 | 347.489 |
| Length of sidings, switches, etc., | 3.177 | 40.718 | - | 43.895 | 41.471 |
| TOTAL, COMPUTED AS SINGLE TRACK, | 5.037 | 384.488 | 3.271 | 392.796 | 388.960 |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | Owned. | Operated. |
|---|--------|-----------|
| | Miles. | Miles. |
| Length of railway line for elevated cars, | .461 | .461 |
| Length of railway line for surface cars, | 2.149 | 2.149 |
| Length of railway line for cars in subway, | - | 1.201 |
| Length of second main track for elevated cars, | .489 | .489 |
| Length of second main track for cars in subway, | - | 1.126 |
| TOTAL LENGTH OF MAIN TRACK, | 3.099 | 5.426 |

Names of the several cities and towns in which the railways operated by the company are located: Boston, Cambridge, Chelsea, Everett, Malden, Medford, Newton, Somerville, Arlington, Belmont, Brookline and Watertown.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|--|----------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of company's railway with railroads at grade (62 in number), viz.: | | |
| With New York, New Haven & Hartford Railroad, Old Colony System: | | |
| At Dorchester Avenue, | 3 | 2 |
| At Dorchester Avenue, Shawmut Branch, | 1 | 2 |
| With New York, New Haven & Hartford Railroad, Midland Division: | | |
| At Dudley Street, | 2 | 2 |
| With Boston & Albany Railroad: | | |
| At Main Street, Cambridge,* | 2 | 2 |
| At Broadway, Cambridge,* | 4 | 2 |
| At Cambridge Street, Cambridge,* | 2 | 2 |
| At Massachusetts Avenue, Cambridge,* | 3 | 2 |
| At North Beacon Street, Brighton,* | 1 | 1 |
| At Saratoga Street, East Boston,* | 2 | 1 |
| At Sumner Street, East Boston,* | 2 | 1 |
| At Broadway, Everett,* | 1 | 2 |
| At Main Street, Everett,* | 1 | 1 |
| At Somerville Avenue, Somerville,* | 1 | 1 |
| With Boston & Maine Railroad, Eastern Division: | | |
| At Saratoga Street, East Boston,* | 2 | 1 |
| At Sumner Street, East Boston,* | 5 | 1 |
| At Broadway, Everett, | 2 | 2 |
| At Main Street, Everett, | 2 | 1 |
| At Main Street, Malden, | 2 | 2 |
| With Boston & Maine Railroad, Southern Division: | | |
| At Main Street, Charlestown,* | 2 | 2 |
| At Holland Street, Somerville, | 2 | 2 |
| At Massachusetts Avenue, Cambridge, | 2 | 2 |
| At Massachusetts Avenue, Arlington, | 2 | 2 |
| With Boston & Maine Railroad, Western Division: | | |
| At Pleasant Street, Malden, | 2 | 2 |
| With Boston & Maine Railroad, Fitchburg Division: | | |
| At Newton Street, Somerville, | 2 | 1 |
| At Webster Avenue, Somerville, | 2 | 1 |
| At Warren Avenue, Charlestown,* | 2 | 2 |
| At Somerville Avenue, Somerville,* † | 6 | 1 |
| At Somerville Avenue, Somerville, | 2 | 1 |
| At Mt. Auburn Street, Watertown, | 2 | 1 |
| At Arsenal Street, at Watertown Arsenal,* | 2 | 2 |
| With Union Freight Railroad: | | |
| Atlantic Avenue, at Summer Street,* | 1 | 6 |
| Atlantic Avenue, at High Street,* | 1 | 2 |
| Atlantic Avenue, at Broad Street,* | 1 | 2 |
| Atlantic Avenue, at Commercial Wharf,* | 2 | 1 |
| Atlantic Avenue, at Lewis Wharf,* | 2 | 1 |
| Atlantic Avenue, at Fleet Street,* | 2 | 1 |
| Atlantic Avenue, at Kneeland Street,* | 1 | 2 |
| Atlantic Avenue, at Beach Street,* | 1 | 4 |
| Atlantic Avenue, at Clinton Market,* | 2 | 1 |
| Atlantic Avenue, at Union Freight Railroad yard,* | 3 | 1 |
| Commercial Street, at Eastern Avenue,* | 1 | 1 |
| Commercial Street, at Sargent's Wharf,* | 1 | 1 |
| Commercial Street, at Union Wharf,* | 1 | 1 |
| Commercial Street, at North Street,* | 2 | 1 |
| Commercial Street, at Battery Street,* | 2 | 5 |
| Commercial Street, at Constitution Wharf,* | 1 | 1 |
| Commercial Street, at Hanover Street,* | 2 | 2 |
| Commercial Street, at city paving yard,* | 1 | 1 |
| Commercial Street, at gas house,* | 1 | 1 |
| Commercial Street, at Battery Wharf,* | 1 | 1 |
| Causeway Street, at Charlestown Street,* | 1 | 5 |
| Causeway Street, at Boston & Maine Railroad yard, Fitchburg Division,* | 1 | 2 |
| Causeway Street, at Canal Street,* | 1 | 4 |
| Causeway Street, west of Charlestown Street,* | 1 | 1 |
| Causeway Street, at Medford Street,* | 1 | 1 |
| Causeway Street, at Haverhill Street,* | 1 | 1 |
| Causeway Street, at Portland Street,* | 1 | 4 |
| Causeway Street, at Merrimac Street,* | 1 | 2 |

* Used for freight only.

† Two of these are private tracks branching from Fitchburg Division of Boston & Maine.

GRADE CROSSINGS WITH RAILROADS—Concluded.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|---|----------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of company's railway with railroads at grade, etc.— <i>Con.</i> | | |
| With Union Freight Railroad— <i>Con.</i> | | |
| Causeway Street, at Stanford Street,* | 1 | 1 |
| Causeway Street, at subway entrance,* | 1 | 4 |
| Lowell Street, at Causeway Street,* | 1 | 1 |
| Lowell Street, at Brighton Street,* | 1 | 1 |
| TOTAL NUMBER OF TRACKS AT CROSSINGS, | 107 | 110 |

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BE- YOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|-------------------------|---|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | 247 | 8 | 933 | 8 | 1,180 |
| Employees, | - | 3 | 12 | 15 | 12 | 18 |
| Other persons,. | 1 | 14 | 17 | 594 | 18 | 608 |
| TOTALS, | 1 | 264 | 37 | 1,542 | 38 | 1,806 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BOSTON ELEVATED RAILWAY COMPANY,

101 MILK STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

William A. Bancroft, *President*, 101 Milk Street, Boston, Mass. Charles S. Sergeant, *Vice-President*, 101 Milk Street, Boston, Mass. William Hooper, *Treasurer*, 101 Milk Street, Boston, Mass. John T. Burnett, *Clerk of Corporation*, 101 Milk Street, Boston, Mass. Gaston, Snow & Saltonstall, *General Solicitors*, 70 State Street, Boston, Mass. Henry L. Wilson, *Auditor*, 101 Milk Street, Boston, Mass. J. Otis Wardwell, *General Counsel*, 53 State Street, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Frederick Ayer, Lowell, Mass. William A. Bancroft, Cambridge, Mass. John J. Bright, Cambridge, Mass. Samuel Carr, Boston, Mass. T. Jefferson Coolidge, Jr., Manchester, Mass. William A. Gaston, Boston, Mass. Francis H. Peabody, Boston, Mass. James Phillips, Jr., Boston, Mass. James M. Prendergast, Boston, Mass. Nehemiah W. Rice, Boston, Mass. William S. Spaulding, Boston, Mass. Walter S. Swan, Cambridge, Mass. Robert Winsor, Weston, Mass.

* Used for freight only.

We hereby certify that the statements contained in the foregoing report are full, just and true.

WILLIAM A. BANCROFT,
JAS. M. PRENDERGAST,
WILLIAM S. SPAULDING,
WALTER S. SWAN,
JAS. PHILLIPS, JR.,
WILLIAM A. GASTON,
N. W. RICE,
SAMUEL CARR,
FRANCIS H. PEABODY,
ROBERT WINSOR,

Directors.

WILLIAM HOOPER,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 25, 1901. Then personally appeared the above-named William A. Bancroft, James M. Prendergast, William S. Spaulding, Walter S. Swan, James Phillips, Jr., William A. Gaston, N. W. Rice, Samuel Carr, Francis H. Peabody and Robert Winsor, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JOHN T. BURNETT,
Justice of the Peace.

REPORT

OF THE

BOSTON & NORTHERN STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

[Name changed from the Lynn & Boston.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|----------------|
| Gross earnings from operation, | \$2,743,412 41 |
| Operating expenses, | 1,601,883 34 |
| NET EARNINGS FROM OPERATION, | \$1,141,529 07 |
| Miscellaneous income: receipts from parks, | 15,289 76 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$1,156,818 83 |
| Charges upon income accrued during the year: | |
| Interest on funded debt, | \$362,195 68 |
| Interest and discount on unfunded debts and loans, | 61,181 48 |
| Taxes, State and local, | \$95,121 01 |
| Taxes, commutation, | 73,003 78 |
| | 168,124 79 |
| Rentals of leased railways: | |
| Nashua, | \$9,958 33 |
| East Middlesex, | 38,100 00 |
| Boston & Chelsea, | 7,264 56 |
| Winnisimmet, | 3,402 50 |
| Boston & Revere, | 4,466 65 |
| Gloucester & Rockport, | 1,800 00 |
| Boston Elevated, | 36,004 00 |
| | 100,996 04 |
| Other deductions from income: | |
| Park expenses, | \$26,593 79 |
| Payment account commission on sale of bonds, | 20,000 00 |
| | 46,593 79 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 739,091 78 |
| NET DIVISIBLE INCOME, | \$417,727 05 |
| Dividends declared:* | |
| 4 per cent on \$2,271,000, | \$90,840 00 |
| 3 per cent on \$3,323,000, | 99,690 00 |
| 3 per cent on \$6,123,000, | 183,690 00 |
| TOTAL DIVIDENDS DECLARED, | 374,220 00 |
| Surplus for the year ending September 30, 1901, | \$43,507 05 |

* Dividend of 4 per cent declared in October, 1900, from earnings of previous year.

| | |
|---|----------------|
| Amount of surplus September 30, 1900, | \$187,270 76 |
| Credits to profit and loss account during the year: | |
| Premium on stock, | \$304,800 00 |
| Surplus by consolidation of Beverly & Danvers Street Railway, \$995.36; North Woburn Street Railway, \$855.91; Lowell, Lawrence & Haverhill Street Railway, \$131,238.86, | 133,090 13 |
| TOTAL CREDITS, | \$437,890 13 |
| Debits to profit and loss account during the year: | |
| Depreciation of property accounts, | \$9,442 06 |
| Shortage in supply inventory, accrued, | 29,945 27 |
| Adjustment of old accounts, | 8,316 89 |
| Adjustment of Travellers Insurance Company account, | 52,879 59 |
| Accident suspense, | 24,841 35 |
| Reconstruction charged off, | 327,783 35 |
| TOTAL DEBITS, | 453,208 51 |
| NET AMOUNT DEBITED TO PROFIT AND LOSS, | 15,318 38 |
| TOTAL SURPLUS SEPTEMBER 30, 1901, | \$215,459 43 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$2,716,462 85 |
| Receipts from carriage of mails, | 610 69 |
| Receipts from tolls for use of tracks by other companies, | 4,939 09 |
| Receipts from rentals of buildings and other property, | 6,239 98 |
| Receipts from advertising in cars, | 6,655 71 |
| Other earnings from operation: miscellaneous receipts, | 8,504 09 |
| GROSS EARNINGS FROM OPERATION, | \$2,743,412 41 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks, | \$54,328 54 |
| General office expenses and supplies, | 9,416 52 |
| Legal expenses, | 23,374 95 |
| Insurance, | 149,100 09 |
| Other general expenses: miscellaneous general expense, \$21,268.23; advertising, \$8,272.34; storeroom expense, \$3,801.95; internal revenue tax, \$3,930.18, | 37,272 70 |
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | 99,475 16 |
| Repair of electric line construction, | 27,606 27 |
| Removal of snow and ice, | 7,026 82 |
| Repair of buildings, | 10,997 79 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | 51,836 23 |
| Repair of electric equipment of cars, | 72,396 10 |

| | | |
|--|---------------------|-----------------------|
| Maintenance of equipment — <i>Concluded.</i> | | |
| Renewal of horses, harnesses, shoeing, etc., | | \$1,292 93 |
| Provender and stabling for horses, | | 6,892 10 |
| Transportation expenses: | | |
| Cost of electric motive power, \$263,941.68; less power sold, \$21,456.73; net, | | 242,484 95 |
| Wages and compensation of persons employed in conduct- ing transportation, | | 657,632 99 |
| Damages for injuries to persons and property, | | 56,302 17 |
| Tolls for trackage over other railways, | | 42,548 02 |
| Rentals of buildings and other property, | | 12,901 80 |
| Other transportation expenses: car service supplies, \$7,- 147.77; miscellaneous car service expenses, \$18,201.99; cleaning, oiling and sanding track, \$13,647.45, | | 38,997 21 |
| TOTAL OPERATING EXPENSES, | | \$1,601,883 34 |
| PROPERTY ACCOUNTS. | | |
| Additions to railway: | | |
| Extension of tracks (length, 61,740.2 feet), | \$243,279 59 | |
| New electric line construction (length, 61,- 740.2 feet), also 33 miles new feeder, | 146,631 48 | |
| Other additions to railway: | | |
| Engineering, | 38,361 75 | |
| Reconstruction, | 84,925 81 | |
| Property of Beverly & Dan- vers Street Railway, | \$27,832 43 | |
| Property of North Woburn Street Railway, | 186,853 19 | |
| Property of Lowell, Law- rence & Haverhill Street Railway, | 3,103,845 56 | |
| | <u>3,318,531 18</u> | |
| TOTAL ADDITIONS TO RAILWAY, | | \$3,831,729 81 |
| Additions to equipment: | | |
| Additional cars (28 in number), | \$62,887 78 | |
| Cars reconstructed and vestibuled, | 57,286 41 | |
| Electric equipment of same, | 141,492 30 | |
| Other additions to equipment: | | |
| Sundry equipment, | 16,229 47 | |
| Property of Beverly & Dan- vers Street Railway, | \$4,370 00 | |
| Property of North Woburn Street Railway, | 31,497 00 | |
| Property of Lowell, Law- rence & Haverhill Street Railway, | 1,090,775 55 | |
| | <u>1,126,642 55</u> | |
| TOTAL ADDITIONS TO EQUIPMENT, | | 1,404,538 51 |
| Additions to land and buildings: | | |
| Additional land and buildings necessary for operation of railway, | \$30,990 19 | |
| New electric power stations, including ma- chinery, etc., | 23,823 17 | |
| Property of Beverly & Dan- vers Street Railway, | \$4,700 00 | |

Additions to land and buildings — *Concluded.*

| | | |
|--|-----------------------|-----------------------|
| Property of North Woburn Street Railway, | \$13,140 64 | |
| Property of Lowell, Lawrence & Haverhill Street Railway, | 1,251,920 95 | |
| | <u>\$1,269,761 59</u> | |
| TOTAL ADDITIONS TO LAND AND BUILDINGS, | | \$1,324,574 95 |
| Additions to other permanent property: | | |
| Park property, | \$3,961 00 | |
| Property of the Lowell, Lawrence & Haverhill Street Railway, | 164,120 30 | |
| | <u>168,081 30</u> | |
| TOTAL ADDITIONS TO OTHER PERMANENT PROPERTY, | | 168,081 30 |
| | | <u>\$6,728,924 57</u> |
| Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): | | |
| Cars and other rolling stock, | \$1,575 00 | |
| Horses, | 433 50 | |
| Sundry equipment, | 71 30 | |
| Power station equipment, | 2,300 00 | |
| Sale of land, | 9,000 00 | |
| Pines' buildings damaged by fire, | 6,470 02 | |
| Temporary bridge, Chelsea, | 9,442 06 | |
| Reconstruction of cars, | 57,286 41 | |
| Reconstruction, | 270,496 94 | |
| | <u>357,075 23</u> | |
| TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, | | 357,075 23 |
| NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, | | <u>\$6,371,849 34</u> |

GENERAL BALANCE SHEET SEPTEMBER 30, 1901.

| | ASSETS. | DR. |
|--|-----------------------|----------------|
| Cost of railway: | | |
| Roadbed and tracks, | \$7,776,880 73 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 1,257,041 82 | |
| Interest accrued during construction of railway, | 152,134 45 | |
| Engineering and other expenses incident to construction, | 360,845 41 | |
| | <u>\$9,546,902 41</u> | |
| TOTAL COST OF RAILWAY OWNED, | | \$9,546,902 41 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, | \$1,334,209 47 | |
| Electric equipment of same, | 1,692,794 88 | |
| Horses, | 7,458 26 | |
| Other items of equipment: sundry equipment, | 209,956 11 | |
| | <u>3,244,418 72</u> | |
| TOTAL COST OF EQUIPMENT OWNED, | | 3,244,418 72 |
| Cost of land and buildings: | | |
| Land and buildings necessary for operation of railway, | \$1,016,308 56 | |
| Electric power stations, including equipment, | 2,017,443 34 | |
| | <u>3,033,751 90</u> | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | 3,033,751 90 |

| | | |
|---|----------------|-----------------|
| Other permanent property : | | |
| Park property, | \$96,354 80 | |
| Tenements, | 2,162 00 | |
| Discontinued car houses, etc., | 77,188 93 | |
| TOTAL COST OF OTHER PERMANENT PROPERTY OWNED, | | \$175,705 73 |
| TOTAL PERMANENT INVESTMENTS, | | \$16,000,778 76 |
| Cash and current assets : | | |
| Cash, | \$254,671 57 | |
| Bills and accounts receivable, | 121,743 82 | |
| Other cash and current assets : | | |
| Boston & Revere Electric Street Railway bonds redeemed, | 13,500 00 | |
| Coupon deposits, \$51,292.50 ; prepaid taxes, \$31,031.28 ; prepaid insurance, \$25,965.76, | 108,289 54 | |
| TOTAL CASH AND CURRENT ASSETS, | | 498,204 93 |
| Miscellaneous assets : | | |
| Materials and supplies, | \$255,537 52 | |
| Other assets and property : Nashua Street Railway lease account, | 19,348 90 | |
| TOTAL MISCELLANEOUS ASSETS, | | 274,886 42 |
| TOTAL, | | \$16,773,870 11 |
| LIABILITIES. | | Cr. |
| Capital stock, | | \$6,143,000 00 |
| Funded debt, | | 8,452,500 00 |
| Current liabilities : | | |
| Loans and notes payable, | \$1,152,150 00 | |
| Audited vouchers and accounts, | 339,579 49 | |
| Salaries and wages, | 840 96 | |
| Dividends not called for, | 183,690 00 | |
| Matured interest coupons unpaid (including coupons due October 1), | 50,917 50 | |
| Rentals due and unpaid (including rentals due October 1), | 8,355 00 | |
| Miscellaneous current liabilities : | | |
| Employees' deposits, | 9,484 31 | |
| Outstanding tickets, | 6,161 57 | |
| TOTAL CURRENT LIABILITIES, | | 1,751,178 83 |
| Accrued liabilities : | | |
| Interest accrued and not yet due, | \$119,382 04 | |
| Taxes accrued and not yet due, | 73,529 92 | |
| Rentals accrued and not yet due, | 13,071 49 | |
| Miscellaneous accrued liabilities, | 238 90 | |
| TOTAL ACCRUED LIABILITIES, | | 206,222 35 |
| Sinking and other special funds : | | |
| Renewal fund, | \$1,034 18 | |
| Winter expense fund, | 4,475 32 | |
| TOTAL SINKING AND OTHER SPECIAL FUNDS, | | 5,509 50 |
| Profit and loss balance (surplus), | | 215,459 43 |
| TOTAL, | | \$16,773,870 11 |

CAPITAL STOCK.

| | | |
|--|----------------|-----------------------|
| Capital stock authorized by law, | \$6,523,000 00 | |
| Capital stock authorized by votes of company, | 6,523,000 00 | |
| Capital stock issued and outstanding, | | \$6,123,000 00 |
| Amount paid in on 4,000 shares not yet issued, | | 20,000 00 |
| TOTAL CAPITAL STOCK LIABILITY, | | \$6,143,000 00 |
| Number of shares issued and outstanding, | 61,230 | |
| Number of stockholders, | 27 | |
| Number of stockholders in Massachusetts, | 27 | |
| Amount of stock held in Massachusetts, | \$6,123,000 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|--|-------------------|-------------------|-----------------------|--------------------------------|
| | Per Cent. | | | |
| Lynn & Boston Railroad first mortgage gold, | 5 | Dec. 1, 1924, | \$5,218,000 00 | \$183,935 60 |
| Lynn & Boston Railroad debentures, | 5 | April 1, 1907, | 100,000 00 | 5,000 00 |
| Lynn & Boston Railroad debentures, | 5 | March 1, 1912, | 186,000 00 | 9,300 00 |
| Lynn Belt Line Railway first mortgage, | 5 | May 1, 1910, | 100,000 00 | 5,000 00 |
| Essex Electric Street Railway first mortgage, | 6 | Jan. 1, 1911, | 100,000 00 | 6,000 00 |
| Naumkeag Street Railway first mortgage, | 5 | June 1, 1906, | 215,000 00 | 10,750 00 |
| Naumkeag Street Railway debentures, | 5 | April 1, 1907, | 49,000 00 | 2,450 00 |
| Naumkeag Street Railway first consolidated mortgage, | 5 | July 1, 1910, | 711,000 00 | 35,550 00 |
| Naumkeag Street Railway debentures, | 6 | Sept. 1, 1910, | 24,000 00 | 1,440 00 |
| Naumkeag Street Railway debentures, | 6 | July 1, 1911, | 10,000 00 | 600 00 |
| Gloucester Street Railway first mortgage gold, | 5 | April 1, 1907, | 60,000 00 | 3,000 00 |
| Gloucester, Essex & Beverly Street Railway first mortgage, | 5 | Dec. 1, 1916, | 125,000 00 | 6,250 00 |
| Mystic Valley Street Railway first mortgage, | 5 | Jan. 1, 1919, | 60,000 00 | 3,000 00 |
| Wakefield & Stoneham Street Railway first mortgage gold, | 5 | March 1, 1915, | 150,000 00 | 7,500 00 |
| Merrimac Valley Street Railway first mortgage, | 5 | April 1, 1911, | 350,000 00 | 7,291 67 |
| Peoples Street Railway first mortgage, | 5 | Jan. 1, 1928, | 64,000 00 | 1,333 36 |
| Lowell & Suburban Street Railway first mortgage gold, | 5 | Dec. 1, 1911, | 1,000,000 00 | 20,833 37 |
| Lowell, Lawrence & Haverhill Street Railway first mortgage,*. | 5 | June 1, 1923, | 1,008,000 00 | 21,045 85 |
| Lynn & Boston Railroad coupon notes, | 6 | April 1, 1917, | 405,000 00 | 31,165 83 |
| Rockport Street Railway coupon notes, | 6 | Oct. 15, 1916, | 12,500 00 | 750 00 |
| | | | \$9,947,500 00 | - |
| Less Lynn & Boston Railroad first mortgage bonds held in trust to redeem other issues, | | | 1,495,000 00 | - |
| TOTALS, | | | \$8,452,500 00 | \$362,195 68 |

* \$350,000 of authorized issue of \$1,900,000 held by trustees to retire \$350,000 Merrimac Valley Street Railway bonds.

SINKING AND OTHER SPECIAL FUNDS.

| | | |
|--|-------------|-------------------|
| Additions during the year to renewal fund,* | \$12,713 10 | |
| Additions during the year to winter expense fund, | 4,475 32 | |
| TOTAL, INCLUDING ADDITIONS, | | \$17,188 42 |
| Deductions during the year from renewal fund, | | 11,678 92 |
| TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1901, | | \$5,509 50 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|------------|
| Number of passengers paying revenue carried during the year, | 54,821,850 |
| Number carried per mile of main railway track operated, | 133,435 |
| Number of car miles run, | 10,646,538 |
| Average number of persons employed, | 1,855 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Not Equipped. | Total Passenger Cars. | Equipped with Fenders. | Equipped with Electric Heaters. | Equipped with Stoves. | Number of Motors. |
|----------------------------------|------------------------------|---------------|-----------------------|------------------------|---------------------------------|-----------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | | | | |
| Box passenger cars, | 407 | 26 | 433 | 407 | 344 | 63 | - |
| Open passenger cars, | 557 | 70 | 627 | 557 | - | - | - |
| TOTAL, | 964 | 96 | 1,060 | 964 | 344 | 63 | 1,767 |
| CARS — OTHER SERVICE. | | | | | | | |
| Platform freight cars, | 5 | 15 | 20 | - | - | - | - |
| Work cars, | - | 7 | 7 | - | - | - | - |
| TOTAL, | 5 | 22 | 27 | - | - | - | - |
| Snow ploughs, | 112 | 36 | 148 | - | - | - | - |

MISCELLANEOUS EQUIPMENT.

| | |
|--|-----|
| Carts and snow sleds, | 56 |
| Other railway rolling stock: 1 band car, 1 water car, 1 electric sweeper, | 3 |
| Other highway vehicles: 12 buggies, 31 levellers, 4 open wagons, 11 tower wagons, 4 road machines, 1 sweeper, 40 sleighs and pungs, 31 express wagons, 5 caravans, 8 emergency wagons, | 147 |
| Horses, | 46 |
| Harnesses (double, 42; single, 50), | 92 |

* Transferred from Lowell, Lawrence & Haverhill Street Railway by consolidation.

RAILWAY OWNED, LEASED AND OPERATED (BY ELECTRIC POWER).

| RAILWAY OWNED, ETC. | Owned. | Held under Lease or Contract. | Trackage over Other Railways. | Total Owned, etc. | Total Operated. |
|--|---------|----------------------------------|----------------------------------|-------------------|-----------------|
| | Miles. | Miles. | Miles. | Miles. | Miles. |
| Length of railway line, | 307.329 | 34.593 | 8.236 | 350.158 | 350.158 |
| Length of second main track, | 48.419 | 6.331 | 5.944 | 60.694 | 60.694 |
| TOTAL LENGTH OF MAIN TRACK, | 355.748 | 40.924 | 14.180 | 410.852 | 410.852 |
| Length of sidings, switches, etc., | 14.642 | 1.591 | .093 | 16.326 | 16.326 |
| TOTAL, COMPUTED AS SINGLE TRACK, | 370.390 | 42.515 | 14.273 | 427.178 | 427.178 |

RAILWAY LOCATED OUTSIDE OF MASSACHUSETTS.

| | |
|--|---------------|
| Length of railway line, | 14 177 miles. |
| Length of second main track, | .860 " |
| Total length of main track, | 15.037 " |
| Length of sidings, switches, etc., | .478 " |
| Total, computed as single track, | 15.515 " |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | Owned. | Operated. |
|--|--------|-----------|
| | Miles. | Miles. |
| Length of railway line, | 9.844 | .860 |
| Length of sidings, | .206 | .206 |
| Length of second main track, | .475 | 1.158 |
| TOTAL LENGTH OF MAIN TRACK, | 10.525 | 12.987 |

Names of the several cities and towns in which the railways operated by the company are located: Andover, Arlington, Beverly, Billerica, Boston, Chelmsford, Chelsea, Danvers, Dracut, Essex, Everett, Gloucester, Groveland, Hamilton, Haverhill, Hudson, Ipswich, Lawrence, Lowell, Lynn, Lynnfield, Malden, Marblehead, Medford, Melrose, Methuen, Nashua, Newburyport, North Andover, Peabody, Reading, Revere, Rockport, Salem, Saugus, Stoneham, Swampscott, Tewksbury, Tyngsborough, Wakefield, Wenham, West Newbury, Wilmington, Winchester and Woburn.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|---|----------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of company's railway with railroads at grade (75 in number), viz.: | | |
| With Union Freight Railroad, Causeway Street, Boston, | 2 | 2 |
| With Fitchburg Railroad, Warren Avenue and Water Street, Boston, | 2 | 2 |
| With Boston & Maine Railroad, Everett Avenue, Chelsea, | 4 | 2 |
| With Boston & Albany Railroad, Everett Avenue, Chelsea, | | |
| With Boston, Revere Beach & Lynn Railroad, Winthrop Avenue, Revere, | 2 | 1 |
| With Cape Ann Granite Railroad, Rockport, | 1 | 1 |
| With Rockport Granite Company, Rockport, | 2 | 1 |
| With Boston & Maine Railroad as follows: | | |
| On Winthrop Avenue, Revere, | 3 | 1 |
| On Lynn Street, Revere, | 2 | 1 |
| On Ferry Street, Malden, | 2 | 2 |
| On Beach Street, Malden, | 2 | 1 |
| On Franklin Street, Melrose, | 2 | 1 |
| On Montvale Avenue, Stoneham, | 1 | 1 |
| On Winter Street, Saugus, | 2 | 1 |
| On Boston Street, Lynn, | 2 | 1 |
| On Summer Street, Lynn (2 crossings), | 4 | 2 |
| On Western Avenue, Lynn, | 3 | 2 |
| On Commercial Street, Lynn, | 3 | 1 |
| On Blossom Street, Lynn, | 2 | 1 |
| On Market Street, Lynn, | 2 | 2 |
| On Central Square, Lynn, | 2 | 4 |
| On Chatham Street, Lynn, | 2 | 1 |
| On Humphrey Street, Swampscott, | 1 | 1 |
| On Pleasant Street, Marblehead, | 1 | 1 |
| On Salem Road, Marblehead, | 1 | 1 |
| On Loring Avenue, Salem, | 1 | 1 |
| On Webb Street, Salem, | 3 | 1 |
| On Derby Street, Salem, | 3 | 1 |
| On North Street, Salem, | 2 | 2 |
| On Rantoul Street, Beverly, | 2 | 1 |
| On Cabot Street, Beverly, | 2 | 1 |
| On Water Street, Danvers, | 1 | 1 |
| On Maple Street, Danvers, | 1 | 1 |
| On Elm Street, Danvers, | 2 | 1 |
| On Holten Street, Danvers, | 1 | 1 |
| On Central Street, Peabody (2 crossings), | 3 | 3 |
| On Lowell Street, Peabody, | 1 | 1 |
| On Willow Street, Hamilton, | 1 | 1 |
| At Farm Hill Station, Stoneham, | 1 | 1 |
| At Reading Station, Reading, | 2 | 1 |
| On Albion Street, Wakefield, | 2 | 1 |
| On Water Street, Wakefield, | 2 | 1 |
| On Main Street, Wakefield, | 2 | 1 |
| On Winchester Square, Winchester, | 4 | 1 |
| On Washington Street, Gloucester, | 1 | 1 |
| On Essex Street, Hamilton, | 1 | 1 |
| On Essex Street, Beverly, | 2 | 1 |
| At Winchester Centre, | 4 | 1 |
| At Woburn, Baldwin's, | 2 | 1 |
| At Woburn Centre, | 2 | 1 |
| On Bridge Street, Lowell,* | 2 | 2 |
| On East Merrimack Street, Lowell,* | 1 | 2 |
| On Lawrence Street, Lowell,* | 2 | 1 |
| On Lawrence Street, Lowell,* | 1 | 1 |
| On Merrimack Street, Lowell,* | 1 | 2 |
| On Broadway, Lowell,* | 1 | 1 |
| On Gorham Street, Lowell,* | 1 | 2 |
| At Billerica, | 2 | 1 |
| On Central Street, Lowell,* | 1 | 2 |
| On Fletcher Street, Lowell,* | 2 | 1 |
| On Middlesex Street, Lowell, | 2 | 1 |
| On Middlesex Street, Lowell, | 3 | 1 |
| At North Chelmsford,* | 1 | 2 |
| At North Chelmsford, | 1 | 2 |
| On Washington Street, Haverhill, | 4 | 2 |
| On Essex Street, Haverhill, | 4 | 1 |
| On Water Street, Lawrence, | 6 | 1 |
| On North Broadway, Lawrence, | 2 | 1 |

* Used exclusively for carrying freight to corporations.

GRADE CROSSINGS WITH RAILROADS—Concluded.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|---|----------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of company's railway with railroads at grade, etc. — <i>Con.</i> | | |
| With Boston & Maine Railroad — <i>Con.</i> | | |
| On South Broadway, Lawrence, | 5 | 1 |
| On Andover Street, Lawrence, | 5 | 1 |
| On Union Street, Lawrence,* | 2 | 1 |
| At North Andover Depot, North Andover, | 2 | 1 |
| On Water Street, North Andover, | 2 | 1 |
| With New York, New Haven & Hartford Railroad, Chelmsford Centre, | 1 | 1 |
| TOTAL NUMBER OF TRACKS AT CROSSINGS, | 152 | 84 |

Number of above crossings at which *frogs* are inserted in the tracks, . 74

GENERAL REMARKS AND EXPLANATIONS.

April 10, 1901, consolidated with Beverly & Danvers Street Railway Company.

May 6, 1901, consolidated with North Woburn Street Railway Company.

May 6, 1901, consolidated with Lowell, Lawrence & Haverhill Street Railway Company.

July 23, 1901, name changed to Boston & Northern Street Railway Company from Lynn & Boston Railroad Company.

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BE- YOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | — | 19 | 3 | 1 | 3 | 20 |
| Employees, | — | 1 | 1 | — | 1 | 1 |
| Other persons, | — | — | 2 | 6 | 2 | 6 |
| TOTALS, | — | 20 | 6 | 7 | 6 | 27 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BOSTON & NORTHERN STREET RAILWAY COMPANY,

14 KILBY STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Patrick F. Sullivan, *President*, Boston, Mass. Elwin C. Foster, *Vice-President and General Manager*, Boston, Mass. Joseph H. Goodspeed, *Treasurer*, Boston, Mass. Charles Williams, *Clerk of Corporation*, Lynn, Mass. Warren & Garfield, *General Counsel*, Boston, Mass. D. Dana Bartlett, *Auditor*, Boston, Mass. Henry C. Page, *General Superintendent*, Lynn, Mass.

* Used exclusively for carrying freight to corporations.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Patrick F. Sullivan, Lowell, Mass. Elwin C. Foster, Lynn, Mass. Joseph H. Goodspeed, Boston, Mass. Henry P. Moulton, Salem, Mass. John S. Bartlett, Lynn, Mass. Charles H. Newhall, Lynn, Mass. John H. Cunningham, Chelsea, Mass. Alexander B. Bruce, Lawrence, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

P. F. SULLIVAN,
E. C. FOSTER,
JOSEPH H. GOODSPEED,
ALEX. B. BRUCE,
J. S. BARTLETT,
CHARLES H. NEWHALL,
J. H. CUNNINGHAM,

Directors.

JOSEPH H. GOODSPEED,

Treasurer.

E. C. FOSTER,

General Manager.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Nov. 19, 1901. Then personally appeared the above-named P. F. Sullivan, E. C. Foster, J. H. Goodspeed and Alex. B. Bruce, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

D. DANA BARTLETT,

Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Nov. 19, 1901. Then personally appeared the above-named Charles H. Newhall, J. S. Bartlett and J. H. Cunningham, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

W. A. FISHER,

Justice of the Peace.

REPORT

OF THE

BOSTON & REVERE ELECTRIC STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

[Leased to and operated by the Boston & Northern.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|--------------|
| Rental received from lease of railway, | \$2,500 00 |
| Dividends declared (5 per cent), | \$2,500 00 |
| Amount of deficit September 30, 1900, | \$11,363 18 |
| TOTAL DEFICIT SEPTEMBER 30, 1901, | \$11,363 18 |
| GENERAL BALANCE SHEET SEPTEMBER 30, 1901. | |
| ASSETS. | DR. |
| Cost of railway: | |
| TOTAL COST OF RAILWAY OWNED, | \$73,815 23 |
| Cost of equipment: | |
| TOTAL COST OF EQUIPMENT OWNED, | 9,919 79 |
| Cost of land and buildings: | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | 4,901 80 |
| TOTAL PERMANENT INVESTMENTS, | \$88,636 82 |
| Profit and loss balance (deficit), | 11,363 18 |
| TOTAL, | \$100,000 00 |
| LIABILITIES. | CR. |
| Capital stock, | \$50,000 00 |
| Funded debt, | 36,500 00 |
| Current liabilities: Boston & Northern Street Railway Com- pany, lessees (bonds retired), | 13,500 00 |
| TOTAL, | \$100,000 00 |

| CAPITAL STOCK. | | | |
|---|----------|----|-------------|
| Capital stock authorized by law, | \$50,000 | 00 | \$50,000 00 |
| Capital stock authorized by votes of company, | 50,000 | 00 | |
| Capital stock issued and outstanding, | | | |
| Number of shares issued and outstanding, | 500 | | |
| Number of stockholders, | 17 | | |
| Number of stockholders in Massachusetts, | 15 | | |
| Amount of stock held in Massachusetts, | \$45,000 | 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|---------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage bonds, | Per Cent. 5 | Feb. 1, 1910, . | \$36,500 00 | \$1,887 50* |

RAILWAY OWNED.

| | |
|--|--------------|
| Length of railway line, | 1.867 miles. |
| Length of second main track, | 1.867 " |
| Total length of main track, | 3.734 " |
| Length of sidings, switches, etc., | .111 " |
| Total, computed as single track, | 3.845 " |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|--|-------------|
| Length of railway line, | .684 miles. |
| Length of second main track, | .684 " |
| Total length of main track, | 1.368 " |

Names of the several cities and towns in which the railway owned by the company is located: Boston (East Boston) and Revere.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BOSTON & REVERE ELECTRIC STREET RAILWAY COMPANY,
14 KILBY STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Elwin C. Foster, *President*, Boston, Mass. Patrick F. Sullivan, *Vice-President*, Boston, Mass. Joseph H. Goodspeed, *Treasurer*, Boston, Mass. Charles Williams, *Clerk of Corporation*, Lynn, Mass.

* Paid by lessee.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Elwin C. Foster, Lynn, Mass. Patrick F. Sullivan, Lowell, Mass. Joseph H. Goodspeed, Boston, Mass. Bentley W. Warren, Boston, Mass. Charles Williams, Wakefield, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

ELWIN C. FOSTER,
CHARLES WILLIAMS,
J. H. GOODSPEED,
BENTLEY W. WARREN,
P. F. SULLIVAN,
Directors.
JOSEPH H. GOODSPEED,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Oct. 17, 1901. Then personally appeared the above-named Elwin C. Foster, Charles Williams, J. H. Goodspeed, Bentley W. Warren and P. F. Sullivan, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

D. DANA BARTLETT,
Notary Public.

REPORT

OF THE

BRISTOL COUNTY STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

[Commenced operation March 25, 1901.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|-------------|
| Gross earnings from operation, | \$16,301 65 |
| Operating expenses, | 7,989 44 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$8,312 21 |
| Charges upon income accrued during the year : | |
| Interest on funded debt, | \$1,500 00 |
| Taxes, State and local, | 1,132 80 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 2,632 80 |
| Surplus for the year ending September 30, 1901, | \$5,679 41 |
| TOTAL SURPLUS SEPTEMBER 30, 1901, | \$5,679 41 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$16,235 45 |
| Receipts from advertising in cars, | 50 00 |
| Receipts from interest on deposits, | 16 20 |
| GROSS EARNINGS FROM OPERATION, | \$16,301 65 |
| EXPENSES OF OPERATION. | |
| General expenses : | |
| Salaries of general officers and clerks, | \$267 83 |
| General office expenses and supplies, | 369 89 |
| Legal expenses, | 201 60 |
| Insurance, | 312 00 |
| Maintenance of roadway and buildings : repair of electric line construction, | 310 80 |
| Maintenance of equipment : repair of electric equipment of cars, | 225 82 |
| Transportation expenses : | |
| Cost of electric motive power, | 2,080 00 |
| Wages and compensation of persons employed in conducting transportation, | 3,761 14 |
| Tolls for trackage over other railways, | 460 36 |
| TOTAL OPERATING EXPENSES, | \$7,989 44 |

| PROPERTY ACCOUNTS. | | |
|--|--------------|--------------|
| Additions to railway : | | |
| Extension of tracks, | \$83,142 38 | |
| New electric line construction, | 42,484 30 | |
| Other additions to railway : | | |
| Interest during construction, | 4,519 07 | |
| Engineering, superintendence, etc., | 378 86 | |
| TOTAL ADDITIONS TO RAILWAY, | | \$130,524 61 |
| Additions to equipment : | | |
| Additional cars, | \$41,376 10 | |
| Electric equipment of same, | 33,600 00 | |
| TOTAL ADDITIONS TO EQUIPMENT, | | 74,976 10 |
| Additions to land and buildings : | | |
| Additional land necessary for operation of railway, | \$11,055 00 | |
| New electric power stations, including machinery, etc., | 24,524 51 | |
| Additional equipment of power stations, | 37,688 51 | |
| TOTAL ADDITIONS TO LAND AND BUILDINGS, | | 73,268 02 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | | \$278,768 73 |
| Deductions from property accounts (property sold or reduced in valuation and credited to property accounts) : charged off, | | |
| | | 1,424 64 |
| NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, | | \$277,344 09 |
| GENERAL BALANCE SHEET SEPTEMBER 30, 1901. | | |
| ASSETS. | | DR. |
| Cost of railway : | | |
| Roadbed and tracks, | \$203,970 98 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 47,927 30 | |
| Interest accrued during construction of railway, | 11,800 36 | |
| Engineering and other expenses incident to construction, | 5,071 70 | |
| Other items of railway cost, | 200 00 | |
| TOTAL COST OF RAILWAY OWNED, | | \$268,970 34 |
| Cost of equipment : | | |
| Cars and other rolling stock and vehicles, | \$41,376 10 | |
| Electric equipment of same, | 33,600 00 | |
| TOTAL COST OF EQUIPMENT OWNED, | | 74,976 10 |
| Cost of land and buildings : | | |
| Land necessary for operation of railway, | \$11,355 00 | |
| Electric power stations, including equipment, | 71,071 70 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | 82,426 70 |
| TOTAL PERMANENT INVESTMENTS, | | \$426,373 14 |
| Cash and current assets : cash, | | 14,695 09 |
| Miscellaneous assets : materials and supplies, | | 6,710 90 |
| TOTAL, | | \$447,779 13 |

| LIABILITIES. | | | | | | Cr. | |
|--|---|---|---|---|---|--------------|--------------|
| Capital stock, | . | . | . | . | . | . | \$200,000 00 |
| Funded debt, | . | . | . | . | . | . | 120,000 00 |
| Current liabilities : | | | | | | | |
| Loans and notes payable, | . | . | . | . | . | \$110,454 14 | |
| Audited vouchers and accounts, | . | . | . | . | . | 11,645 58 | |
| TOTAL CURRENT LIABILITIES, | | | | | | | 122,099 72 |
| Profit and loss balance (surplus), | | | | | | | 5,679 41 |
| TOTAL, | | | | | | | \$447,779 13 |

CAPITAL STOCK.

| | | |
|---|--------------|--------------|
| Capital stock authorized by law, | \$200,000 00 | |
| Capital stock authorized by votes of company, | 200,000 00 | |
| Capital stock issued and outstanding, | . | \$200,000 00 |
| Number of shares issued and outstanding, | 2,000 | |
| Number of stockholders, | 27 | |
| Number of stockholders in Massachusetts, | 24 | |
| Amount of stock held in Massachusetts, | \$190,000 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|--------------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| | Per Cent. | | | |
| First mortgage gold bonds, | 5 | Jan. 1, 1921, . | \$120,000 00 | \$1,500 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|---------|
| Number of passengers paying revenue carried during the year, | 326,083 |
| Number carried per mile of main railway track operated, | 20,329 |
| Number of car miles run, | 152,080 |
| Average number of persons employed, | 28 |
| Company commenced operation March 25, 1901. | |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Not equipped. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|----------------------------------|------------------------------|---------------|------------------------|---------------------------------|-------------------|
| CARS—PASSENGER SERVICE. | | | | | |
| Box passenger cars, | 6 | - | 6 | 6 | 24 |
| Open passenger cars, | 8 | - | 8 | - | 32 |
| TOTAL, | 14 | - | 14 | 6 | 56 |
| CARS—OTHER SERVICE. | | | | | |
| Platform freight cars, | - | 1 | - | - | - |
| Snow ploughs, | 1 | - | 1 | - | 4 |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER.)

| | |
|--|---------------|
| Length of railway line, | 16.040 miles. |
| Length of sidings, switches, etc., | .510 " |
| Total, computed as single track, | 16.550 " |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|--------------|
| Length of railway line, | 1.290 miles. |
|-----------------------------------|--------------|

Names of the several cities and towns in which the railways operated by the company are located, Taunton, Rehoboth, Attleborough and Seekonk.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|--|-------------------------------|----------|
| | Railroad. | Railway. |
| Crossing of company's railway with railroads at grade (1 in number), viz.: With New York, New Haven & Hartford Railroad in Taunton at Oak Street crossing owned by Old Colony Street Railway, . | 4 | 1 |

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | - | - | - | - | - |
| Employees, | - | - | - | - | - | - |
| Other persons, | - | - | - | 1 | - | 1 |
| TOTAL, | - | - | - | 1 | - | 1 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BRISTOL COUNTY STREET RAILWAY COMPANY,

53 STATE STREET, ROOM 601, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Isaac Patch, *President*, Gloucester, Mass. John H. Buttrick, *Vice-President*, Lowell, Mass. Chas. S. Cummings, 2d, *Treasurer*, 43 Milk Street, Boston, Mass. Douglas A. Brooks, *Clerk of Corporation and General Manager*, 53 State Street, Boston, Mass. H. S. Williams, *General Counsel*, Taunton, Mass. C. D. Stevenson, *Superintendent*, Attleborough, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Isaac Patch, Gloucester, Mass. John H. Buttrick, Lowell, Mass. Chas. S. Cummings, 2d, Boston, Mass. Douglas A. Brooks, Braintree, Mass. Roger W. Babson, Wellesley, Mass. George H. Swazey, Malden, Mass. Harry S. Williams, Taunton, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

ISAAC PATCH,
DOUGLAS A. BROOKS,
GEORGE H. SWAZEY,
ROGER W. BABSON,

Directors.

CHAS. S. CUMMINGS, 2d.

Treasurer.

CHAS. D. STEVENSON,

General Manager.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. Nov. 5, 1901. Then personally appeared the above-named Isaac Patch and George H. Swazey, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

DOUGLAS A. BROOKS,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 18, 1901. Then personally appeared the above-named Douglas A. Brooks and Roger W. Babson, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GEORGE A. SWEETSER,
Justice of the Peace.

REPORT

OF THE

BROCKTON & PLYMOUTH STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|-------------|
| Gross earnings from operation, | \$85,128 29 |
| Operating expenses, | 64,201 70 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$20,926 59 |
| Charges upon income accrued during the year: | |
| Interest on funded debt, | \$9,091 63 |
| Interest and discount on unfunded debts and loans, | 4,582 47 |
| Taxes, State and local, | \$4,439 73 |
| Taxes, commutation, | 822 64 |
| | 5,262 37 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 18,936 47 |
| Surplus for the year ending September 30, 1901, | \$1,990 12 |
| Amount of surplus September 30, 1900, | 565 75 |
| Credits to profit and loss account during the year: | |
| Assessment on stockholders, | \$98,010 00 |
| Plymouth & Kingston Street Railway Company surplus, | 67 93 |
| Plymouth & Kingston Street Railway Company petty cash, | 18 00 |
| Premiums refunded and dividends paid by mutual insurance companies on policies prior to September 30, 1900, | 671 80 |
| TOTAL CREDITS, | \$98,767 73 |
| Debits to profit and loss account during the year: | |
| Plymouth & Kingston Street Railway Company accounts charged off, | \$152 27 |
| Depreciation of roadbed and track, | 64,895 07 |
| Depreciation of electric line construction, | 30,447 53 |
| Depreciation of hotel property, | 2,667 40 |
| TOTAL DEBITS, | 98,162 27 |
| NET AMOUNT CREDITED TO PROFIT AND LOSS, | 605 46 |
| TOTAL SURPLUS SEPTEMBER 30, 1901, | \$3,161 33 |

| EARNINGS FROM OPERATION. | |
|--|-------------|
| Receipts from passengers carried, | \$82,264 32 |
| Receipts from carriage of mails, | 132 96 |
| Receipts from rentals of buildings and other property, | 2,500 00 |
| Receipts from advertising in cars, | 231 01 |
| GROSS EARNINGS FROM OPERATION, | \$85,128 29 |

| EXPENSES OF OPERATION. | |
|--|-------------|
| General expenses: | |
| Salaries of general officers and clerks, | \$7,146 63 |
| General office expenses and supplies, | 3,498 86 |
| Legal expenses, | 423 85 |
| Insurance, | 1,423 90 |
| Other general expenses: directors' fees, travelling expenses, etc., | 688 28 |
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | 1,357 24 |
| Repair of electric line construction, | 701 11 |
| Removal of snow and ice, | 77 75 |
| Repair of buildings, | 1,108 55 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | 5,624 00 |
| Repair of electric equipment of cars, | 3,898 96 |
| Transportation expenses: | |
| Cost of electric motive power, \$17,992.50; less power sold, \$1,639.38; net, | 16,353 12 |
| Wages and compensation of persons employed in conducting transportation, | 18,689 51 |
| Damages for injuries to persons and property, | 934 83 |
| Other transportation expenses: lubricants and waste and other car supplies, car house expense, etc., | 2,275 11 |
| TOTAL OPERATING EXPENSES, | \$64,201 70 |

| PROPERTY ACCOUNTS. | |
|---|--------------|
| Additions to railway: | |
| Transfer from Plymouth & Kingston Street Railway Company,* | \$126,751 47 |
| Transfer from Pembroke Street Railway Company,* | 125,208 88 |
| Other additions to railway: | |
| Substitution of new feed wire, heavier trolley wire and 60-pound rails for 30 and 40-pound rails, and other improvements of property of Plymouth & Kingston Street Railway Company, | 83,350 58 |
| Engineering and other expenses incident to construction, | 19,015 61 |
| TOTAL ADDITIONS TO RAILWAY, | \$354,326 54 |
| Additions to equipment: | |
| Additional cars (8 in number), | \$17,585 18 |
| Electric equipment of same, | 15,810 66 |

* A consolidation was effected November 2, 1900, by the Plymouth & Kingston Street Railway Company, Brockton & Plymouth Street Railway Company and Pembroke Street Railway Company.

Additions to equipment — *Concluded.*

Other additional rolling stock and vehicles, . . . \$2,536 65

Other additions to equipment:

Equipping tower car, 500 00

Car signs, 60 00

Transfer from Plymouth & Kingston Street

Railway Company, 32,916 91

TOTAL ADDITIONS TO EQUIPMENT, \$69,409 40

Additions to land and buildings:

Transfer from Plymouth & Kingston Street
Railway Company,* \$11,314 26

New electric power stations, including ma-
chinery, etc., 46,373 45

Additional equipment of power stations, . . . 3,580 02

Other new buildings necessary for operation
of railway, 1,397 12

TOTAL ADDITIONS TO LAND AND BUILDINGS, 62,664 85

Additions to other permanent property:

Office furniture and fixtures, \$130.48; tools
and instruments, \$562.64, \$693 12

Transfer from Plymouth & Kingston Street
Railway Company,* hotel property, \$32,-
667.40; furniture and tools, \$509.78, . . . 33,177 18

TOTAL ADDITIONS TO OTHER PERMANENT PROPERTY, . . . 33,870 30

TOTAL ADDITIONS TO PROPERTY ACCOUNTS, \$520,271 09

Deductions from property accounts (property
sold or reduced in valuation and credited
to property accounts):

Roadbed and track, \$64,895 07

Electric line construction, 30,447 53

Hotel property, 2,667 40

Sale of 2 old cars without electric equipment, . . . 400 00

Sale of wire, old poles and old ties, 1,893 01

Sale of bricks, 2 80

TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, . . . 100,305 81

NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, . . . \$419,965 28

GENERAL BALANCE SHEET SEPTEMBER 30, 1901.

ASSETS.

DR.

Cost of railway:

Roadbed and tracks, \$243,109 68

Electric line construction, including poles,
wiring, feeder lines, etc., 105,529 63

Engineering and other expenses incident to
construction, 19,015 61

TOTAL COST OF RAILWAY OWNED, \$367,654 92

* A consolidation was effected November 2, 1900, by the Plymouth & Kingston Street Railway Company, Brockton & Plymouth Street Railway Company and Pembroke Street Railway Company.

| | | |
|---|--------------|--------------|
| Cost of equipment : | | |
| Cars and other rolling stock and vehicles, | \$53,200 59 | |
| Electric equipment of same, | 40,805 86 | |
| | | |
| TOTAL COST OF EQUIPMENT OWNED, | | \$94,006 45 |
| Cost of land and buildings : | | |
| Land necessary for operation of railway, | \$8,725 00 | |
| Electric power stations, including equipment, | 173,043 40 | |
| Other buildings necessary for operation of railway, | 10,986 38 | |
| | | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | 192,754 78 |
| Other permanent property : | | |
| Hotel, | \$30,000 00 | |
| Office furniture and fixtures, \$130.48; tools and instruments, \$1,072.42, | 1,202 90 | |
| | | |
| TOTAL COST OF OTHER PERMANENT PROPERTY OWNED, | | 31,202 90 |
| | | |
| TOTAL PERMANENT INVESTMENTS, | | \$685,619 05 |
| Cash and current assets : | | |
| Cash, | \$53,058 51 | |
| Bills and accounts receivable, | 5,764 21 | |
| Other cash and current assets : | | |
| Unexpired insurance, | 2,572 63 | |
| Suspense, | 56 49 | |
| | | |
| TOTAL CASH AND CURRENT ASSETS, | | 61,451 84 |
| Miscellaneous assets : materials and supplies, | | 5,053 69 |
| | | |
| TOTAL, | | \$752,124 58 |
| LIABILITIES. | | CR. |
| Capital stock, | | \$295,000 00 |
| Funded debt, | | 270,000 00 |
| Real estate mortgages, | | 10,000 00 |
| Current liabilities : | | |
| Loans and notes payable, | \$121,380 00 | |
| Audited vouchers and accounts, | 47,545 54 | |
| | | |
| TOTAL CURRENT LIABILITIES, | | 168,925 54 |
| Accrued liabilities : | | |
| Interest accrued and not yet due, | \$3,978 71 | |
| Taxes accrued and not yet due, | 1,059 00 | |
| | | |
| TOTAL ACCRUED LIABILITIES, | | 5,037 71 |
| Profit and loss balance (surplus), | | 3,161 33 |
| | | |
| TOTAL, | | \$752,124 58 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$295,000 00 | |
| Capital stock authorized by votes of company, | 295,000 00 | |
| Capital stock issued and outstanding, | | \$295,000 00 |
| Number of shares issued and outstanding, | 2,950 | |
| Number of stockholders, | 75 | |
| Number of stockholders in Massachusetts, | 71 | |
| Amount of stock held in Massachusetts, | \$290,000 00 | |

REAL ESTATE MORTGAGES.

| DESCRIPTION OF MORTGAGED PROPERTY. | Rate of Interest. | Mortgage when due. | Amount. | Interest Paid during the Year. |
|------------------------------------|-------------------|--------------------|-------------|--------------------------------|
| Hotel, | Per Cent. 4½ | March 21, 1900, | \$10,000 00 | \$450 00 |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|--|-------------------|-------------------|---------------------|--------------------------------|
| Plymouth & Kingston Street Railway Company first mortgage 20-year bonds, | 5 | Jan. 1, 1910, - | \$35,000 00 | \$1,750 00 |
| First mortgage 20-year bonds, | 4½ | Dec. 1, 1920, . | 235,000 00 | 5,287 50 |
| TOTALS, | | | \$270,000 00 | \$7,037 50 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|-----------|
| Number of passengers paying revenue carried during the year, | 1,653,013 |
| Number carried per mile of main railway track operated, . . | 74,827 |
| Number of car miles run, | 418,385 |
| Average number of persons employed, | 56 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Equipped with Tenders. | Equipped with Electric Heaters. | Number of Motors. |
|--------------------------------|------------------------------|------------------------|---------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | |
| Box passenger cars, | 9 | 9 | 9 | 28 |
| Open passenger cars, | 16 | 16 | - | 32 |
| TOTAL, | 25 | 25 | 9 | 60 |
| CARS — OTHER SERVICE. | | | | |
| Work cars, | 2 | 2 | - | 4 |
| Snow ploughs, | 3 | - | - | 1 |

MISCELLANEOUS EQUIPMENT.

| | |
|---|---|
| Carts and snow sleds, | 2 |
| Other railway rolling stock: wagon, | 1 |
| Other highway vehicles: tower wagons, | 2 |
| Horses, | 1 |
| Harnesses (single), | 2 |
| Other items of equipment: repair shop equipment and machinery, sand boxes, track and line tools, fare registers, etc. | |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|---------------|
| Length of railway line, | 22.091 miles. |
| Length of sidings, switches, etc., | 1.591 " |
| Total, computed as single track, | 23.682 " |

Names of the several cities and towns in which the railways operated by the company are located: Plymouth, Kingston, Pembroke, Hanson and Whitman.

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | 1 | 1 | 8 | 1 | 9 |
| Employees, | 1 | 3 | - | - | 1 | 3 |
| Other persons, | - | 3 | - | - | - | 3 |
| TOTALS, | 1 | 7 | 1 | 8 | 2 | 15 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

BROCKTON & PLYMOUTH STREET RAILWAY COMPANY,
PLYMOUTH, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

James D. Thurber, *President*, Plymouth, Mass. Charles I. Litchfield, *Vice-President*, Plymouth, Mass. Edmund J. B. Huntoon, *Treasurer*, Boston, Mass. Eliot Wadsworth, *Clerk of Corporation*, Boston, Mass. Johnson, Clapp & Underwood, *General Counsel*, Boston, Mass. Stone & Webster, *General Managers*, Boston, Mass. Gardner F. Wells, *Resident Manager*, Plymouth, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles A. Stone, Newton, Mass. Edwin S. Webster, Newton, Mass. Russell Robb, Concord, Mass. Charles I. Litchfield, Plymouth, Mass. James D. Thurber, Plymouth, Mass. Charles H. French, Canton, Mass. Walter E. Damon, Bryantville, Mass. Henry G. Bradlee, Brookline, Mass. Edmund J. B. Huntoon, Canton, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JAS. D. THURBER,
CHARLES I. LITCHFIELD,
EDWIN S. WEBSTER,
RUSSELL ROBB,
HENRY G. BRADLEE,
EDMUND J. B. HUNTOON,
WALTER E. DAMON,

Directors.

EDMUND J. B. HUNTOON,

Treasurer.

GARDNER F. WELLS,

Resident Manager.

COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, SS. Nov. 9, 1901. Then personally appeared the above-named Walter E. Damon, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

NATHANIEL MORTON,

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, SS. Nov. 11, 1901. Then personally appeared the above-named James D. Thurber, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

CHAS. G. HATHAWAY,

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. Nov. 11, 1901. Then personally appeared the above-named Gardner F. Wells, and made oath that the foregoing certificate by him subscribed is true, to the best of his knowledge and belief.

Before me,

KARL A. ANDRÉN,

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. Nov. 11, 1901. Then personally appeared the above-named Charles I. Litchfield, Edwin S. Webster, Russell Robb, Henry G. Bradlee and Edmund J. B. Huntoon, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

KARL A. ANDRÉN,

Justice of the Peace.

REPORT

OF THE

CITIZENS' ELECTRIC STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|-------------|
| Gross earnings from operation, | \$95,696 15 |
| Operating expenses, | 51,693 49 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$44,002 66 |
| Charges upon income accrued during the year: | |
| Interest on funded debt, | \$8,750 00 |
| Interest and discount on unfunded debts and loans, | 2,136 66 |
| Taxes, State and local, | \$3,805 27 |
| Taxes, commutation, | 943 86 |
| | 4,749 13 |
| Other deductions from income: | |
| Amusements, | \$1,937 13 |
| Travellers' Insurance Co. for protection against accident, | 5,060 00 |
| | 6,997 13 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 22,632 92 |
| NET DIVISIBLE INCOME, | \$21,369 74 |
| Dividends declared: | |
| 6 per cent on \$240,000 paid December 22, 1900, from net earnings, year ending September 30, 1900, | \$14,400 00 |
| 2 per cent on \$240,000 paid September 28, 1901, from net earnings, year ending September 30, 1901, | 4,800 00 |
| TOTAL DIVIDENDS DECLARED, | 19,200 00 |
| Surplus for the year ending September 30, 1901, | \$2,169 74 |
| Amount of surplus September 30, 1900, | 36,111 48 |
| Credits to profit and loss account during the year: | \$38,281 22 |
| Amount received for mail service performed prior to September 30, 1900, | \$82 31 |
| Premium of 1 per cent on \$210,000 first mortgage bonds, | 2,100 00 |
| TOTAL CREDITS, | \$2,182 31 |
| Debits to profit and loss account during the year: taking up 35-pound rails on High Street and relaying with 60-pound rails, | 4,869 59 |
| NET AMOUNT DEBITED TO PROFIT AND LOSS, | 2,687 28 |
| TOTAL SURPLUS SEPTEMBER 30, 1901, | \$35,593 94 |

EARNINGS FROM OPERATION.

| | |
|---|--------------------|
| Receipts from passengers carried, | \$94,228 13 |
| Receipts from carriage of mails, | 138 30 |
| Receipts from carriage of freight, | 133 10 |
| Receipts from tolls for use of tracks by other companies, | 422 76 |
| Receipts from rentals of buildings and other property, | 473 86 |
| Receipts from advertising in cars, | 300 00 |
| GROSS EARNINGS FROM OPERATION, | \$95,696 15 |

EXPENSES OF OPERATION.

| | |
|---|--------------------|
| General expenses: | |
| Salaries of general officers and clerks, | \$3,106 14 |
| General office expenses and supplies, | 277 04 |
| Insurance, | 1,063 12 |
| Other general expenses: telephones, stationery, tickets, etc., | 2,672 82 |
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | 1,770 23 |
| Repair of electric line construction, | 861 46 |
| Removal of snow and ice, | 754 81 |
| Repair of buildings, | 630 44 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | 3,008 54 |
| Repair of electric equipment of cars, | 2,269 94 |
| Transportation expenses: | |
| Cost of electric motive power, \$17,130.39; less power sold, \$5,345 28; net, | 11,785 11 |
| Wages and compensation of persons employed in conducting transportation, | 22,392 19 |
| Damages for injuries to persons and property, | 605 75 |
| Tolls for trackage over other railways, | 157 19 |
| Other transportation expenses: oil, waste, etc., | 338 71 |
| TOTAL OPERATING EXPENSES, | \$51,693 49 |

PROPERTY ACCOUNTS.

| | |
|---|-------------------|
| Additions to railway: | |
| Extension of tracks, additional special work and paving, | \$2,558 39 |
| New electric line construction, | 989 92 |
| Other additions to railway: legal and engineering expenses for completion of railway, | 1,717 97 |
| TOTAL ADDITIONS TO RAILWAY, | \$5,266 28 |
| Additions to equipment: | |
| Additional cars (2 in number), with double trucks, | \$5,105 15 |
| Electric equipment of same, | 5,151 79 |
| Other additions to equipment: air brakes, scrapers, heaters, etc., | 1,036 71 |
| TOTAL ADDITIONS TO EQUIPMENT, | 11,293 65 |

| | | |
|---|------------|-------------|
| Additions to land and buildings: | | |
| Additional equipment of power stations, | \$1,663 36 | |
| New buildings necessary for operation of railway, | 146 89 | |
| | <hr/> | |
| TOTAL ADDITION TO LAND AND BUILDINGS, | | \$1,810 25 |
| Additions to other permanent property: purchase of Plum Island Street Railway property, | | 76,301 87 |
| | | <hr/> |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | | \$94,672 05 |

GENERAL BALANCE SHEET, SEPTEMBER 30, 1901.

| ASSETS. | | DR. | |
|--|--------------|-----|--------------|
| Cost of railway: | | | |
| Roadbed and tracks, | \$241,207 14 | | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 70,614 37 | | |
| Engineering and other expenses incident to construction, | 10,387 55 | | |
| | <hr/> | | |
| TOTAL COST OF RAILWAY OWNED, | | | \$322,209 06 |
| Cost of equipment: | | | |
| Cars and other rolling stock and vehicles, | \$45,765 15 | | |
| Electric equipment of same, | 33,351 79 | | |
| Other items of equipment: air brakes, heaters, fenders, scrapers, etc., | 7,984 31 | | |
| | <hr/> | | |
| TOTAL COST OF EQUIPMENT OWNED, | | | 87,101 25 |
| Cost of land and buildings: | | | |
| Electric power stations, including equipment, | \$64,663 36 | | |
| Other buildings necessary for operation of railway, including land, | 29,796 89 | | |
| | <hr/> | | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | | 94,460 25 |
| | | | <hr/> |
| TOTAL PERMANENT INVESTMENTS, | | | \$503,770 56 |
| Cash and current assets: | | | |
| Cash, | \$5,387 92 | | |
| Bills and accounts receivable, | 1,791 53 | | |
| Other cash and current assets: prepaid insurance, | 5,121 45 | | |
| | <hr/> | | |
| TOTAL CASH AND CURRENT ASSETS, | | | 12,300 90 |
| Miscellaneous assets: materials and supplies, | | | 3,025 78 |
| | | | <hr/> |
| TOTAL, | | | \$519,097 24 |
| LIABILITIES. | | CR. | |
| Capital stock, | | | \$240,000 00 |
| Funded debt, | | | 210,000 00 |
| Current liabilities: | | | |
| Loans and notes payable, | \$25,000 00 | | |
| Audited vouchers and accounts, | 3,805 27 | | |
| | <hr/> | | |
| TOTAL CURRENT LIABILITIES, | | | 28,805 27 |

| | | | | |
|--|--|---------|----|--------------|
| Accrued liabilities : | | | | |
| Interest accrued and not yet due, | | \$3,754 | 17 | |
| Taxes accrued and not yet due, | | 943 | 86 | |
| TOTAL ACCRUED LIABILITIES, | | | | \$4,698 03 |
| Profit and loss balance (surplus), | | | | 35,593 94 |
| TOTAL, | | | | \$519,097 24 |

CAPITAL STOCK.

| | | | |
|---|-----------|----|--------------|
| Capital stock authorized by law, | \$240,000 | 00 | |
| Capital stock authorized by votes of company, | 240,000 | 00 | |
| Capital stock issued and outstanding, | | | \$240,000 00 |
| Number of shares issued and outstanding, | 2,400 | | |
| Number of stockholders, | 29 | | |
| Number of stockholders in Massachusetts, | 28 | | |
| Amount of stock held in Massachusetts, | \$233,900 | 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|--------------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| | Per Cent. | | | |
| First mortgage gold bonds, | 5 | Dec. 1, 1920, . | \$210,000 00 | \$8,750 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|-----------|
| Number of passengers paying revenue carried during the year, | 1,799,982 |
| Number carried per mile of main railway track operated, | 80,245 |
| Number of car miles run, | 395,898 |
| Average number of persons employed, | 80 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Not Equipped. | Total Passenger Cars. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|----------------------------------|------------------------------|---------------|-----------------------|------------------------|---------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | | | |
| Box passenger cars, | 14 | 2 | 16 | 14 | 14 | - |
| Open passenger cars, | 23 | 4 | 27 | 23 | - | - |
| TOTAL, | 37 | 6 | 43 | 37 | 14 | 62 |
| CARS — OTHER SERVICE. | | | | | | |
| Box freight cars, | 1 | - | - | - | - | - |
| Platform freight cars, | 2 | - | - | - | - | - |
| TOTAL, | 3 | - | - | - | - | - |
| Snow ploughs, | 3 | 1 | - | - | - | - |

MISCELLANEOUS EQUIPMENT.

| | |
|--|---|
| Carts and snow sleds, | 3 |
| Other railway rolling stock: Baldwin locomotive, | 1 |
| Horses, | 3 |
| Harnesses (double, 2; single, 2), | 4 |
| Other items of equipment: | |
| Goddard buggy, | 1 |
| Oil wagon, | 1 |
| Tower wagon, | 1 |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| RAILWAY OWNED, ETC. | Owned. | Trackage over other Railways. | Total Owned, etc. |
|--|--------|-------------------------------------|----------------------|
| | Miles. | Miles. | Miles. |
| Length of railway line, | 21.862 | .569 | 22.431 |
| Length of sidings, switches, etc., | 1.216 | - | 1.216 |
| TOTAL, COMPUTED AS SINGLE TRACK, | 23.078 | .569 | 23.647 |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|--------------|
| Length of railway line, | 1.672 miles. |
|-----------------------------------|--------------|

Names of the several cities and towns in which the railways operated by the company are located: Newburyport, Newbury, Amesbury and Merrimac.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|---|----------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of company's railway with railroads at grade (1 in number), viz.: | | |
| With Boston & Maine Railroad, Purchase Street, Newburyport, . | 1 | 1 |

Number of above crossings at which *frogs* are inserted in the tracks, . . . 1

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BE- YOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | 4 | 1 | 7 | 1 | 11 |
| Employees, | - | - | - | - | - | - |
| Other persons, | - | - | - | 2 | - | 2 |
| TOTALS, | - | 4 | 1 | 9 | 1 | 13 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

CITIZENS' ELECTRIC STREET RAILWAY COMPANY,

NEWBURYPORT, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

William M. Butler, *President*, Boston, Mass. Alexander B. Bruce, *Vice-President*, Lawrence, Mass. George A. Butman, *Treasurer and Clerk of Corporation*, 8 Congress Street, Boston, Mass. Charles C. Benson, *Superintendent*, Newburyport, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Wm. M. Butler, Boston, Mass. Alex. B. Bruce, Lawrence, Mass. Chas. C. Pierce, Brookline, Mass. Robert Redford, Lawrence, Mass. Ewen R. McPherson, Cambridge, Mass. Edward P. Shaw, Newburyport, Mass. George A. Butman, Malden, Mass. H. Fisher Eldredge, Portsmouth, N. H. Edward P. Shaw, Jr., Brookline, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

EDWARD P. SHAW,
ALEX. B. BRUCE,
GEO. A. BUTMAN,
E. R. MCPHERSON,
EDWARD P. SHAW, JR.,
ROBT. REDFORD,
GEO. A. BUTMAN,
CHAS. C. BENSON,
Directors.
Treasurer.
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Nov. 14, 1901. Then personally appeared the above-named Edward P. Shaw, Alex. B. Bruce, Geo. A. Butman, E. R. McPherson, Edward P. Shaw, Jr., Robert Redford, directors, Geo. A. Butman, treasurer, and Chas. C. Benson, superintendent, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ARTHUR W. CLAPP,
Justice of the Peace.

REPORT

OF THE

CLINTON & HUDSON STREET RAILWAY COMPANY

FOR THE PERIOD ENDING OCTOBER 17, 1900.

[Consolidated with the Leominster & Clinton October 17, 1900.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|-------------|
| Gross earnings from operation, | \$881 80 |
| Operating expenses, | 880 24 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$1 56 |
| Charges upon income accrued during the year: interest and discount on unfunded debts and loans, | 87 36 |
| Deficit for the period ending October 17, 1900, | \$85 80 |
| Amount of surplus September 30, 1900, | 18,813 86 |
| TOTAL SURPLUS OCTOBER 17, 1900, | \$18,728 06 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$881 80 |
| GROSS EARNINGS FROM OPERATION, | \$881 80 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks, | \$14 21 |
| Insurance, | 19 00 |
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | 44 20 |
| Repair of electric line construction, | 27 20 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | 73 22 |
| Repair of electric equipment of cars, | 71 00 |
| Transportation expenses: | |
| Cost of electric motive power, | 280 41 |
| Damages for injuries to persons and property, | 351 00 |
| TOTAL OPERATING EXPENSES, | \$880 24 |

GENERAL BALANCE SHEET OCTOBER 17, 1900.

| ASSETS. | | Dr. |
|---|--------------|--------------|
| Cost of railway: | | |
| Roadbed and tracks, | \$94,335 99 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 27,936 72 | |
| Interest accrued during construction of rail- way, | 3,929 67 | |
| Engineering and other expenses incident to construction, | 7,424 55 | |
| TOTAL COST OF RAILWAY OWNED, | | \$133,626 93 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, | \$14,657 93 | |
| Electric equipment of same, | 13,573 55 | |
| Other items of equipment: snow ploughs, sweeper and equipment, | 3,825 69 | |
| TOTAL COST OF EQUIPMENT OWNED, | | 32,057 17 |
| Cost of land and buildings: | | |
| Land necessary for operation of railway, | \$4,008 75 | |
| Other buildings necessary for operation of railway, | 10,023 55 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | 14,032 30 |
| TOTAL PERMANENT INVESTMENTS, | | \$179,716 40 |
| Cash and current assets: cash, | | 35,896 67 |
| Miscellaneous assets: | | |
| Materials and supplies, | \$106 00 | |
| Other assets and property: | | |
| Tools, | 199 82 | |
| Unexpired insurance, | 209 42 | |
| TOTAL MISCELLANEOUS ASSETS, | | 515 24 |
| TOTAL, | | \$216,128 31 |
| LIABILITIES. | | Cr. |
| Capital stock, | | \$160,000 00 |
| Current liabilities: | | |
| Loans and notes payable, | \$37,000 00 | |
| Audited vouchers and accounts, | 312 89 | |
| TOTAL CURRENT LIABILITIES, | | 37,312 89 |
| Accrued liabilities: interest accrued and not yet due, | | 87 36 |
| Profit and loss balance (surplus), | | 18,728 06 |
| TOTAL, | | \$216,128 31 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$160,000 00 | |
| Capital stock authorized by votes of company, | 160,000 00 | |
| Capital stock issued and outstanding, | | \$160,000 00 |
| Number of shares issued and outstanding, | 1,600 | |
| Number of stockholders, | 14 | |
| Number of stockholders in Massachusetts, | 14 | |
| Amount of stock held in Massachusetts, | \$160,000 00 | |

VOLUME OF TRAFFIC, ETC.

| | |
|--|--------|
| Number of passengers paying revenue carried during the period, | 24,882 |
| Number carried per mile of main railway track operated, | 3,124 |
| Number of car miles run, | 5,359 |
| Average number of persons employed, | 18 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|--------------------------------|---------------------------------|---------------------------|------------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | |
| Box passenger cars, | 3 | 3 | 3 | 6 |
| Open passenger cars, | 3 | 3 | - | 6 |
| TOTAL, | 6 | 6 | 3 | 12 |
| CARS — OTHER SERVICE. | | | | |
| Sweeper, | 1 | - | - | - |
| Snow ploughs, | 1 | - | - | 2 |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|--------------|
| Length of railway line, | 7.966 miles. |
| Length of sidings, switches, etc., | .330 " |
| Total, computed as single track, | 8.296 " |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|-------------|
| Length of railway line, | .596 miles. |
|-----------------------------------|-------------|

Names of the several cities and towns in which the railways operated by the company are located: Clinton, Berlin and Hudson.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|---|----------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of company's railway with railroads at grade (1 in number), viz.: | | |
| With New York, New Haven & Hartford Railroad, West Berlin, . | 3 | 1 |

Number of above crossings at which *frogs* are inserted in the tracks, . 1

CORPORATE NAME AND ADDRESS OF THE COMPANY.

CLINTON & HUDSON STREET RAILWAY COMPANY,
WORCESTER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

James A. Parker, *President*, Ames Building, Boston, Mass. Justin W. Lester, *Treasurer*, Worcester, Mass. Andrew J. Peters, *Clerk of Corporation*, Boston, Mass. George H. Burgess, *Superintendent*, Leominster, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Francis R. Hart, Boston, Mass. James A. Parker, Boston, Mass. Andrew J. Peters, Boston, Mass. Bentley W. Warren, Boston, Mass. F. W. Kendrick, Boston, Mass. Irvin McDowell Garfield, Boston, Mass. Samuel E. Winslow, Worcester, Mass. Justin W. Lester, Worcester, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

FRANCIS R. HART,
JAMES A. PARKER,
ANDREW J. PETERS,
BENTLEY W. WARREN,
IRVIN MCDOWELL GARFIELD,
FREDERICK W. KENDRICK,
JUSTIN W. LESTER,
JUSTIN W. LESTER, *Directors.*
GEO. H. BURGESS, *Treasurer.*
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 15, 1901. Then personally appeared the above-named Bentley W. Warren, Irvin McDowell Garfield and Andrew J. Peters, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, ALEXANDER WHITESIDE, Jr.,
Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 15, 1901. Then personally appeared the above-named Francis R. Hart, James A. Parker, Frederick W. Kendrick and Justin W. Lester, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, GEORGE H. BUTTERS,
Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. Nov. 15, 1901. Then personally appeared the above-named George H. Burgess, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, CHANDLER BULLOCK,
Justice of the Peace.

REPORT

OF THE

COMMONWEALTH AVENUE STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|-------------|
| Gross earnings from operation, | \$85,009 64 |
| Operating expenses, | 57,099 15 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$27,910 49 |
| Charges upon income accrued during the year : | |
| Interest on funded debt, | \$3,750 00 |
| Interest and discount on unfunded debts and loans, | 134 17 |
| Taxes, State and local, | 6,375 06 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 10,259 23 |
| NET DIVISIBLE INCOME, | \$17,651 26 |
| Dividends declared (6 per cent on \$291,600), | 17,496 00 |
| Surplus for the year ending September 30, 1901, | \$155 26 |
| Amount of surplus September 30, 1900, | 4,173 12 |
| TOTAL SURPLUS SEPTEMBER 30, 1901, | \$4,328 38 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$80,478 03 |
| Receipts from tolls for use of tracks by other companies, | 911 76 |
| Receipts from rentals of buildings and other property, | 3,037 24 |
| Receipts from advertising in cars, | 338 56 |
| Receipts from interest on deposits, | 244 05 |
| GROSS EARNINGS FROM OPERATION, | \$85,009 64 |
| EXPENSES OF OPERATION. | |
| General expenses : | |
| Salaries of general officers and clerks, | \$7,872 73 |
| General office expenses and supplies, | 942 36 |
| Legal expenses, | 421 63 |
| Insurance, | 705 94 |
| Other general expenses : contingent, | 770 80 |

| | |
|---|-------------|
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | \$3,078 54 |
| Repair of electric line construction, | 768 76 |
| Removal of snow and ice, | 287 30 |
| Repair of buildings, | 639 57 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | 3,166 92 |
| Repair of electric equipment of cars, | 1,519 03 |
| Renewal of horses, harnesses, shoeing, etc., | 121 78 |
| Provender and stabling for horses, | 138 64 |
| Transportation expenses: | |
| Cost of electric motive power, | 13,108 57 |
| Wages and compensation of persons employed in conducting transportation, | 18,514 68 |
| Damages for injuries to persons and property, | 225 27 |
| Rentals of buildings and other property, | 909 43 |
| Other transportation expenses: car service supplies, \$121.01; car house expenses, \$1,996 01; lubricants, \$212.81; electric supplies, \$84.91; wrecking, \$11.66; repair of tools, \$78.81; miscellaneous, \$5.50; maintenance of waiting rooms, \$351.86; water rates, \$157.78; heating cars, \$831.60; advertising, \$55.75, | 3,907 20 |
| TOTAL OPERATING EXPENSES, | \$57,099 15 |

PROPERTY ACCOUNTS.

| | |
|--|-------------|
| Additions to railway: extension of tracks, cross-overs, | \$517 21 |
| Additions to equipment: | |
| Additional cars (5 in number), | \$12,362 08 |
| Electric equipment of same, | 6,063 86 |
| Other additions to equipment: lap robe, | 8 90 |
| TOTAL ADDITIONS TO EQUIPMENT, | \$18,434 84 |
| Additions to land and buildings: new buildings necessary for operation of railway, | 4,250 52 |
| Additions to other permanent property: | |
| Tools, | \$125 40 |
| Office furniture, | 80 99 |
| TOTAL ADDITIONS TO OTHER PERMANENT PROPERTY, | 206 39 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$23,408 96 |
| Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): | |
| Tools sold, | \$25 10 |
| Filing case sold and office furniture charged off, | 19 03 |
| TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, | 44 13 |
| NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, | \$23,364 83 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1901.

ASSETS.

DR.

| | |
|--|--------------|
| Cost of railway: | |
| Roadbed and tracks, | \$142,575 28 |
| Electric line construction, including poles, wiring, feeder lines, etc., | 27,378 26 |

| | | |
|---|-------------|--------------|
| Cost of railway — <i>Concluded.</i> | | |
| Interest accrued during construction of railway, | \$7,892 94 | |
| Engineering and other expenses incident to construction, | 8,345 55 | |
| TOTAL COST OF RAILWAY OWNED, | | \$186,192 03 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, | \$65,453 66 | |
| Electric equipment of same, | 37,009 96 | |
| Horses, | 125 00 | |
| Other items of equipment: harnesses, etc., | 100 89 | |
| TOTAL COST OF EQUIPMENT OWNED, | | 102,689 51 |
| Cost of land and buildings: | | |
| Land necessary for operation of railway, | \$21,024 80 | |
| Buildings necessary for operation of railway, | 66,106 60 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | 87,131 40 |
| Other permanent property: | | |
| Office furniture, | \$981 07 | |
| Tools, | 832 46 | |
| TOTAL COST OF OTHER PERMANENT PROPERTY OWNED, | | 1,813 53 |
| TOTAL PERMANENT INVESTMENTS, | | \$377,826 47 |
| Cash and current assets: | | |
| Cash, | \$4,848 18 | |
| Bills and accounts receivable, | 2,203 92 | |
| TOTAL CASH AND CURRENT ASSETS, | | 7,052 10 |
| Miscellaneous assets: | | |
| Materials and supplies, | \$4,586 71 | |
| Other assets and property: advance insurance premium, | 625 83 | |
| TOTAL MISCELLANEOUS ASSETS, | | 5,212 54 |
| TOTAL, | | \$390,091 11 |
| LIABILITIES. | | Cr. |
| Capital stock, | | \$292,000 00 |
| Funded debt, | | 75,000 00 |
| Current liabilities: | | |
| Audited vouchers and accounts, | \$10,847 51 | |
| Salaries and wages, | 840 16 | |
| Rentals due and unpaid (including rentals due October 1), | 75 00 | |
| TOTAL CURRENT LIABILITIES, | | 11,762 67 |
| Accrued liabilities: | | |
| Interest accrued and not yet due, | \$625 00 | |
| Taxes accrued and not yet due, | 6,375 06 | |
| TOTAL ACCRUED LIABILITIES, | | 7,000 06 |
| Profit and loss balance (surplus), | | 4,328 38 |
| TOTAL, | | \$390,091 11 |

| CAPITAL STOCK. | | |
|---|--------------|--------------|
| Capital stock authorized by law, | \$292,000 00 | |
| Capital stock authorized by votes of company, | 292,000 00 | |
| Capital stock issued and outstanding, | | \$292,000 00 |
| Number of shares issued and outstanding, | 2,920 | |
| Number of stockholders, | 26 | |
| Number of stockholders in Massachusetts, | 25 | |
| Amount of stock held in Massachusetts, | \$287,500 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|--|-------------------|-------------------------|---------------------|--------------------------------|
| 20-year gold first mortgage bonds, | Per Cent. 5 | Feb. 1, 1916, | \$75,000 00 | \$3,750 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|-----------|
| Number of passengers paying revenue carried during the year, | 1,780,716 |
| Number carried per mile of main railway track operated, | 137,762 |
| Number of car miles run, | 436,952 |
| Average number of persons employed, | 46 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Equipped with Penders. | Equipped with Electric Heaters. | Number of Motors. |
|--------------------------------|------------------------------|------------------------|---------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | |
| Box passenger cars, | 13 | 13 | 13 | - |
| Open passenger cars, | 21 | 21 | - | - |
| TOTAL, | 34 | 34 | 13 | 68 |
| CARS — OTHER SERVICE. | | | | |
| Work cars, | 1 | - | - | - |
| Snow ploughs, | 3 | - | - | - |

MISCELLANEOUS EQUIPMENT.

| | |
|--|---|
| Carts and snow sleds, | 2 |
| Other railway rolling stock: platform trailer, | 1 |
| Other highway vehicles: democrat and concord wagons, | 2 |
| Horses, | 1 |
| Harnesses (single), | 2 |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| RAILWAY OWNED, ETC. | Owued. | Trackage over Other Railways. | Total Owned, etc. |
|--|--------|-------------------------------------|-------------------------|
| | Miles. | Miles. | Miles. |
| Length of railway line, | 6.823 | .550 | 7.373 |
| Length of second main track, | 5.553 | - | 5.553 |
| TOTAL LENGTH OF MAIN TRACK, | 12.376 | .550 | 12.926 |
| Length of sidings, switches, etc., | .847 | - | .847 |
| TOTAL, COMPUTED AS SINGLE TRACK, | 13.223 | .550 | 13.773 |

Names of the several cities and towns in which the railways operated by the company are located: Newton.

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BE- YOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | - | - | - | - | - |
| Employees, | - | - | - | - | - | - |
| Other persons, | - | - | - | 2 | - | 2 |
| TOTAL, | - | - | - | 2 | - | 2 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

COMMONWEALTH AVENUE STREET RAILWAY COMPANY,
NEWTONVILLE, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Adams D. Clafin, *President*, Newtonville, Mass. Leonard D. Ahl, *Treasurer*, Newtonville, Mass. Alanson L. Daniels, *Clerk of Corporation*, 40 Water Street, Boston, Mass. William H. Coolidge, *General Counsel*, 53 State Street, Boston, Mass. Newell C. Smith, *Superintendent*, Auburndale, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Leonard D. Ahl, Boston, Mass. William H. Coolidge, Newton Centre, Mass. Frederic H. Lewis, Swampscott, Mass. Alanson L. Daniels, Boston, Mass. William Clafin, Newtonville, Mass. Walter B. Phillips, Newton Centre, Mass. Adams D. Clafin, Newton Centre, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

ADAMS D. CLAFLIN,
WALTER B. PHILLIPS,
ALANSON L. DANIELS,
FREDERIC H. LEWIS,
LEONARD D. AHL,

Directors.

LEONARD D. AHL,

Treasurer.

NEWELL C. SMITH,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 5, 1901. Then personally appeared the above-named Adams D. Claffin, Walter B. Phillips, Alanson L. Daniels, Frederic H. Lewis, Leonard D. Ahl and Newell C. Smith, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JOSHUA D. UPTON,

Justice of the Peace.

REPORT

OF THE

CONCORD & BOSTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

[Commenced operation August 3, 1901.]

| | |
|--|-------------|
| GENERAL EXHIBIT FOR THE YEAR. | |
| Gross earnings from operation, | \$575 57 |
| Operating expenses, | 789 94 |
| GROSS DEFICIT ABOVE OPERATING EXPENSES, | \$214 37 |
| Deficit for the year ending September 30, 1901, | \$214 37 |
| TOTAL DEFICIT SEPTEMBER 30, 1901, | \$214 37 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$575 57 |
| GROSS EARNINGS FROM OPERATION, | \$575 57 |
| EXPENSES OF OPERATION. | |
| Transportation expenses: | |
| Cost of electric motive power, | \$345 71 |
| Wages and compensation of persons employed in conducting transportation, | 361 41 |
| Tolls for trackage over other railways, | 82 82 |
| TOTAL OPERATING EXPENSES, | \$789 94 |
| GENERAL BALANCE SHEET SEPTEMBER 30, 1901. | |
| ASSETS. | DR. |
| Cost of railway: | |
| Roadbed and tracks, | \$71,794 40 |
| Electric line construction, including poles, wiring, feeder lines, etc., | 14,190 51 |
| Interest accrued during construction of railway, | 1,693 24 |

| | | |
|--|-------------|--------------|
| Cost of railway — <i>Concluded.</i> | | |
| Engineering and other expenses incident to construction, | \$2,510 00 | |
| Other items of railway cost: organization and expenses, | 2,290 00 | |
| TOTAL COST OF RAILWAY OWNED, | | \$92,478 15 |
| Cost of land and buildings: land necessary for operation of railway, | | 4,750 50 |
| TOTAL PERMANENT INVESTMENTS, | | \$97,228 65 |
| Cash and current assets: | | |
| Cash, | \$10,017 67 | |
| Sinking and other special funds, | 56 75 | |
| Other cash and current assets: suspense, | 1,500 00 | |
| TOTAL CASH AND CURRENT ASSETS, | | 11,574 42 |
| Profit and loss balance (deficit), | | 214 37 |
| TOTAL, | | \$109,017 44 |
| LIABILITIES. | | Cr. |
| Capital stock, | | \$50,000 00 |
| Current liabilities: | | |
| Loans and notes payable, | \$30,000 00 | |
| Audited vouchers and accounts, | 29,017 44 | |
| TOTAL CURRENT LIABILITIES, | | 59,017 44 |
| TOTAL, | | \$109,017 44 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$50,000 00 | |
| Capital stock authorized by votes of company, | 50,000 00 | |
| Capital stock issued and outstanding, | | \$50,000 00 |
| Number of shares issued and outstanding, | 500 | |
| Number of stockholders, | 13 | |
| Number of stockholders in Massachusetts, | 13 | |
| Amount of stock held in Massachusetts, | \$50,000 00 | |

VOLUME OF TRAFFIC, ETC.

| | |
|--|--------|
| Number of passengers paying revenue carried during the year, | 13,544 |
| Number carried per mile of main railway track operated, | 5,530 |
| Number of car miles run, | 8,485 |
| Average number of persons employed, | 10 |
| Company commenced operation August 3, 1901. | |

RAILROAD OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|--------------|
| Length of railway line, | 2.449 miles. |
| Length of sidings, switches, etc., | .169 " |
| Total, computed as single track, | 2.618 " |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

CONCORD & BOSTON STREET RAILWAY COMPANY,

53 STATE STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles S. Wheeler, *President*, Lincoln, Mass. Erastus H. Smith, *Vice-President*, Concord, Mass. George A. Sweetser, *Treasurer*, 53 State Street, Boston, Mass. Clarence F. French, *Clerk of Corporation and General Counsel*, 85 State Street, Boston, Mass. W. H. Greene, *Superintendent*, Lexington, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles S. Wheeler, Lincoln, Mass. Erastus H. Smith, Concord, Mass. George A. Sweetser, Wellesley Hills, Mass. Clarence F. French, Waltham, Mass. Jasper H. Yetten, Waltham, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

CHARLES S. WHEELER,
CLARENCE F. FRENCH,
GEORGE A. SWEETSER,
JASPER H. YETTEN,

Directors.

GEORGE A. SWEETSER,

Treasurer.

W. H. GREENE,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Nov. 22, 1901. Then personally appeared the above-named Charles S. Wheeler, George A. Sweetser, Jasper H. Yetten, Clarence F. French and W. H. Greene, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JOSHUA T. NOWELL,

Justice of the Peace.

REPORT

OF THE

CONCORD & CLINTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

[Tracks used by the Lexington & Boston.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|--------------|
| Toll for use of track, | \$930 92 |
| Surplus for the year ending September 30, 1901, | \$930 92 |
| GENERAL BALANCE SHEET SEPTEMBER 30, 1901. | |
| ASSETS. | Dr. |
| Cost of railway: | |
| Roadbed and tracks and electric line construction, including poles, wiring, feeder lines, etc., | \$66,500 00 |
| Interest accrued during construction of railway, | 2,941 46 |
| Engineering and other expenses incident to construction, | 1,420 35 |
| TOTAL COST OF RAILWAY OWNED, | \$70,861 81 |
| Cost of land and buildings: | |
| Land necessary for operation of railway, | \$2,500 00 |
| Electric power stations, including equipment, | 60,000 00 |
| Other buildings necessary for operation of railway, | 12,000 00 |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | 74,500 00 |
| TOTAL PERMANENT INVESTMENTS, | \$145,361 81 |
| Cash and current assets: cash, | 20,123 80 |
| TOTAL, | \$165,485 61 |
| LIABILITIES. | Cr. |
| Capital stock, | \$60,000 00 |
| Current liabilities: loans and notes payable, | 104,554 69 |
| Profit and loss balance (surplus), | 930 92 |
| TOTAL, | \$165,485 61 |

| CAPITAL STOCK. | | |
|---|-------------|-------------|
| Capital stock authorized by law, | \$60,000 00 | |
| Capital stock authorized by votes of company, | 60,000 00 | |
| Amount paid in on 600 shares not yet issued, | | \$60,000 00 |
| Number of stockholders, | 13 | |
| Number of stockholders in Massachusetts, | 13 | |
| Amount of stock held in Massachusetts, | \$60,000 00 | |

RAILWAY OWNED.

| | |
|-----------------------------------|--------------|
| Length of railway line, | 5.380 miles. |
|-----------------------------------|--------------|

Names of the several cities and towns in which the railway owned by the company is located: Concord, Acton and Maynard.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

CONCORD & CLINTON STREET RAILWAY COMPANY,
315 EXCHANGE BUILDING, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Walter R. Dame, *President*, Clinton, Mass. Charles H. Persons, *Vice-President*, Maynard, Mass. Wm. S. Reed, *Treasurer*, Leominster, Mass. Martin J. Buckley, *Clerk of Corporation*, Milford, Mass. John W. Ogden, *General Manager and Superintendent*, Maynard, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Walter R. Dame, Clinton, Mass. William S. Reed, Leominster, Mass. Charles W. Shippee, Milford, Mass. Charles H. Persons, Maynard, Mass. Julius Loeme, Maynard, Mass. Alonzo Tower, Concord, Mass. Julius M. Smith, Concord, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

WILLIAM S. REED,
CHARLES H. PERSONS,
CHAS. W. SHIPPEE,
JULIUS LOEME,
Directors.
WILLIAM S. REED,
Treasurer.
JOHN W. OGDEN,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Nov. 9, 1901. Then personally appeared the above-named William S. Reed, Charles H. Persons, Charles W. Shippee, and Julius Loeme, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JOHN W. OGDEN,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Nov. 16, 1901. Then personally appeared the above-named John W. Ogden, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

ALBERT E. SANFORD,
Justice of the Peace.

REPORT

OF THE

CONCORD, MAYNARD & HUDSON STREET RAILWAY
COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

[Commenced operation August 31, 1901.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|-------------|
| Gross earnings from operation, | \$2,617 35 |
| Operating expenses, | 871 31 |
| GROSS INCOME ABOVE OPERATING EXPENSES, . . | \$1,746 04 |
| Surplus for the year ending September 30, 1901, . . . | \$1,746 04 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$2,617 35 |
| GROSS EARNINGS FROM OPERATION, | \$2,617 35 |
| EXPENSES OF OPERATION. | |
| General expenses: salaries of general officers and clerks, . . | \$125 00 |
| Maintenance of equipment: provender and stabling for horses, . | 4 50 |
| Transportation expenses: wages and compensation of persons employed in conducting transportation, . . . | 741 81 |
| TOTAL OPERATING EXPENSES, | \$871 31 |
| GENERAL BALANCE SHEET SEPTEMBER 30, 1901. | |
| ASSETS. | DR. |
| Cost of railway: | |
| Roadbed and tracks and electric line construction, including poles, wiring, feeder lines, etc., | \$89,000 00 |
| Interest accrued during construction of railway, | 3,541 66 |
| Engineering and other expenses incident to construction, | 1,440 56 |
| TOTAL COST OF RAILWAY OWNED, | \$93,982 22 |

| | |
|--|--------------|
| Cost of equipment: cars and other rolling stock and vehicles, and electric equipment of same, | \$55,000 00 |
| TOTAL PERMANENT INVESTMENTS, | \$148,982 22 |
| Cash and current assets: cash, | 26,664 24 |
| TOTAL, | \$175,646 46 |
| LIABILITIES. | |
| Capital stock, | \$50,000 00 |
| Current liabilities: loans and notes payable, | 123,900 42 |
| Profit and loss balance (surplus), | 1,746 04 |
| TOTAL, | \$175,646 46 |
| CAPITAL STOCK. | |
| Capital stock authorized by law, | \$50,000 00 |
| Capital stock authorized by votes of company, | 50,000 00 |
| Amount paid in on 500 shares not yet issued, | \$50,000 00 |
| Number of stockholders, | 15 |
| Number of stockholders in Massachusetts, | 15 |
| Amount of stock held in Massachusetts, | \$50,000 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|--------|
| Number of passengers paying revenue carried during the year, | 52,347 |
| Number carried per mile of main railway track operated, | 6,254 |
| Number of car miles run, | 11,333 |
| Average number of persons employed, | 30 |
| Company commenced operation August 31, 1901. | |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Equipped with Tenders. | Equipped with Electric Heaters. | Number of Motors. |
|----------------------------------|---------------------------------|---------------------------|------------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | |
| Box passenger cars, | 6 | 6 | 6 | 24 |
| Open passenger cars, | 6 | 6 | - | 12 |
| TOTAL, | 12 | 12 | 6 | 36 |
| CARS — OTHER SERVICE. | | | | |
| Work cars, | 1 | - | - | 2 |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|--------------|
| Length of railway line, | 8.370 miles. |
| Length of sidings, switches, etc., | .250 " |
| Total, computed as single track, | 8.620 " |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|-------------|
| Length of railway line, | .980 miles. |
|-----------------------------------|-------------|

Names of the several cities and towns in which the railways operated by the company are located: Concord, Acton, Maynard, Stow and Hudson.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|---|----------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of company's railway with railroads at grade (1 in number), viz.: — With Fitchburg Division, Boston & Maine Railroad, Maine Street, Maynard, | 2 | 1 |

Number of above crossings at which *frogs* are inserted in the tracks, . 1

CORPORATE NAME AND ADDRESS OF THE COMPANY.

CONCORD, MAYNARD & HUDSON STREET RAILWAY COMPANY,
315 EXCHANGE BUILDING, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Walter R. Dame, *President*, Clinton, Mass. Charles H. Persons, *Vice-President*, Maynard, Mass. William S. Reed, *Treasurer*, Leominster, Mass. Martin J. Buckley, *Clerk of Corporation*, Milford, Mass. John W. Ogden, *General Manager and Superintendent*, Maynard, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Walter R. Dame, Clinton, Mass. Charles H. Persons, Maynard, Mass. Charles W. Shippee, Milford, Mass. Julius Loeme, Maynard, Mass. Jerome Marble, Worcester, Mass. William S. Reed, Leominster, Mass. M. A. Coolidge, Fitchburg, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

WALTER R. DAME,
WILLIAM S. REED,
CHAS. W. SHIPPEE,
CHARLES H. PERSONS,
JULIUS LOEME,
MARCUS A. COOLIDGE,
Directors.
WILLIAM S. REED,
Treasurer.
JOHN W. OGDEN,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 3, 1901. Then personally appeared the above-named Walter R. Dame, president, Wm. S. Reed, Chas. W. Shippee, Charles H. Persons, Julius Loeme and Marcus A. Coolidge, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JOHN W. OGDEN,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. Nov. 3, 1901. Then personally appeared the above-named John W. Ogden, superintendent, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

CHARLES H. PERSONS,
Justice of the Peace.

REPORT

OF THE

CONWAY ELECTRIC STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|------------|
| Gross earnings from operation, | \$9,879 36 |
| Operating expenses, | 6,288 11 |
| NET EARNINGS FROM OPERATION, | \$3,591 25 |
| Miscellaneous income: profit from sale of land (Laidley property), | 500 00 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$4,091 25 |
| Charges upon income accrued during the year: | |
| Interest and discount on unfunded debts and loans, | \$3,213 02 |
| Taxes, State and local, | 489 86 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 3,702 88 |
| Surplus for the year ending September 30, 1901, | \$388 37 |
| Amount of deficit September 30, 1900, | 9,673 29 |
| TOTAL DEFICIT SEPTEMBER 30, 1901, | \$9,284 92 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$3,388 77 |
| Receipts from carriage of mails, | 369 39 |
| Receipts from carriage of express and parcels, | 636 53 |
| Receipts from carriage of freight, | 5,484 67 |
| GROSS EARNINGS FROM OPERATION, | \$9,879 36 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks, | \$416 48 |
| General office expenses and supplies, | 232 55 |
| Maintenance of roadway and buildings: repair of roadbed and track, | 409 37 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | 253 63 |
| Repair of electric equipment of cars, | 665 42 |

| | |
|--|-------------------|
| Transportation expenses: | |
| Cost of electric motive power, | \$1,994 72 |
| Wages and compensation of persons employed in conducting transportation, | 2,296 94 |
| Rentals of buildings and other property, | 19 00 |
| TOTAL OPERATING EXPENSES, | \$6,288 11 |

PROPERTY ACCOUNTS.

Deductions from property accounts (property sold or reduced in valuation and credited to property accounts):

| | |
|-------------------------------|------------|
| Laidley property, | \$1,300 00 |
| Roadbed and tracks, | 27 00 |

| | |
|---|-------------------|
| NET REDUCTION FROM PROPERTY ACCOUNTS FOR THE YEAR, | \$1,327 00 |
|---|-------------------|

GENERAL BALANCE SHEET SEPTEMBER 30, 1901.

| ASSETS. | DR. | |
|--|-------------|--------------------|
| Cost of railway: | | |
| Roadbed and tracks, | \$55,851 79 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 6,809 76 | |
| Interest accrued during construction of railway, | 521 51 | |
| Engineering and other expenses incident to construction, | 2,472 50 | |
| TOTAL COST OF RAILWAY OWNED, | | \$65,655 56 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, | \$6,203 84 | |
| Electric equipment of same, | 3,986 73 | |
| TOTAL COST OF EQUIPMENT OWNED, | | 10,190 57 |
| Cost of land and buildings: | | |
| Electric power stations, including equipment, | \$8,853 04 | |
| Other buildings necessary for operation of railway, | 546 17 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | 9,399 21 |
| Other permanent property: Laidley property (part not sold), | | 200 00 |
| TOTAL PERMANENT INVESTMENTS, | | \$85,445 34 |
| Cash and current assets: | | |
| Cash, | \$590 65 | |
| Bills and accounts receivable, | 1,664 58 | |
| TOTAL CASH AND CURRENT ASSETS, | | 2,255 23 |
| Profit and loss balance (deficit), | | 9,284 92 |
| TOTAL, | | \$96,985 49 |
| LIABILITIES. | CR. | |
| Capital stock, | | \$35,950 00 |
| Current liabilities: | | |
| Loans and notes payable, | \$58,550 00 | |
| Audited vouchers and accounts, | 1,465 68 | |
| TOTAL CURRENT LIABILITIES, | | 60,015 68 |

| | | | |
|---|--------------|--|-------------|
| Accrued liabilities: | | | |
| Interest accrued and not yet due, . . . | \$491 11 | | |
| Taxes accrued and not yet due, . . . | 528 70 | | |
| TOTAL ACCRUED LIABILITIES, . . . | | | \$1,019 81 |
| TOTAL, . . . | | | \$96,985 49 |
| CAPITAL STOCK. | | | |
| Capital stock authorized by law, . . . | \$100,000 00 | | |
| Capital stock authorized by votes of company, . . . | 42,000 00 | | |
| Capital stock issued and outstanding, . . . | | | \$35,900 00 |
| Amount paid in on 1 share not yet issued, . . . | | | 50 00 |
| TOTAL CAPITAL STOCK LIABILITY, . . . | | | \$35,950 00 |
| Number of shares issued and outstanding, . . . | 359 | | |
| Number of stockholders, . . . | 81 | | |
| Number of stockholders in Massachusetts, . . . | 77 | | |
| Amount of stock held in Massachusetts, . . . | \$30,850 00 | | |

FUNDED DEBT.

\$35,000 six per cent mortgage bonds issued and used as collateral for the notes of the company.

VOLUME OF TRAFFIC, ETC.

| | |
|--|--------|
| Number of passengers paying revenue carried during the year, . . . | 63,188 |
| Number carried per mile of main railway track operated, . . . | 10,692 |
| Number of car miles run, . . . | 30,558 |
| Average number of persons employed, . . . | 5 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Not equipped. | Total Passenger Cars. | Equipped with Electric Heaters. | Number of Motors. |
|--------------------------------|------------------------------|---------------|-----------------------|---------------------------------|-------------------|
| CARS—PASSENGER SERVICE. | | | | | |
| Box passenger cars, . . . | 3 | - | 3 | 3 | 6 |
| Open passenger cars, . . . | 1 | 1 | 2 | - | 2 |
| TOTAL, . . . | 4 | 1 | 5 | 3 | 8 |
| CARS—OTHER SERVICE. | | | | | |
| Box freight cars, . . . | - | 4 | - | - | - |
| Platform freight cars, . . . | - | 5 | - | - | - |
| Work cars, . . . | - | 1 | - | - | - |
| TOTAL, . . . | - | 10 | - | - | - |
| Snow ploughs, . . . | 1 | - | - | - | 2 |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|--------------|
| Length of railway line, | 5.910 miles. |
| Length of sidings, switches, etc., | .440 " |
| Total, computed as single track, | 6.350 " |

Names of the several cities and towns in which the railways operated by the company are located, Conway and Deerfield.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

CONWAY ELECTRIC STREET RAILWAY COMPANY,
CONWAY, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John B. Packard, *President*, Conway, Mass. Arthur C. Guilford, *Treasurer*, Conway, Mass. John B. Laidley, *Clerk of Corporation and General Manager*, Conway, Mass. A. P. Delabarre, *Auditor*, Conway, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John B. Packard, Conway, Mass. Carlos Batchelder, Conway, Mass. Emery Brown, Conway, Mass. Charles Parsons, Conway, Mass. Arthur P. Delabarre, Conway, Mass. Franklin Pease, Conway, Mass. Fred A. Delabarre, Conway, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

J. B. PACKARD,
CHARLES PARSONS,
EMERY BROWN,
FRED A. DELABARRE,
Directors.

A. C. GUILFORD,
Treasurer.

JOHN B. LAIDLEY,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

FRANKLIN, SS. Nov. 6, 1901. Then personally appeared the abovenamed J. B. Packard, Charles Parsons, Emery Brown and Fred A. Delabarre, A. C. Guilford and John B. Laidley, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

HENRY W. BILLINGS,
Justice of the Peace.

REPORT

OF THE

COTTAGE CITY & EDGARTOWN TRACTION COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

[Formerly the Cottage City.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|------------|
| Gross earnings from operation, | \$3,930 90 |
| Operating expenses, | 3,666 93 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$263 97 |
| Charges upon income accrued during the year: taxes, State and local, | 456 63 |
| Deficit for the year ending September 30, 1901, | \$192 66 |
| TOTAL DEFICIT SEPTEMBER 30, 1901, | \$192 66 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$3,918 90 |
| Other earnings from operation: advertising, | 12 00 |
| GROSS EARNINGS FROM OPERATION, | \$3,930 90 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| General office expenses and supplies, | \$524 28 |
| Insurance, | 68 40 |
| Maintenance of equipment: repair of cars and other vehicles, | 222 77 |
| Transportation expenses: | |
| Cost of electric motive power, | 1,100 00 |
| Wages and compensation of persons employed in conducting transportation, | 1,747 48 |
| Damages for injuries to persons and property, | 4 00 |
| TOTAL OPERATING EXPENSES, | \$3,666 93 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1901.

| ASSETS. | | Dr. |
|---|----------|-------------|
| Cost of railway: | | |
| Roadbed and tracks, | \$40,424 | 13 |
| Electric line construction, including poles, wiring, feeder lines, etc., | 6,000 | 00 |
| TOTAL COST OF RAILWAY OWNED, | | \$46,424 13 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, | \$6,500 | 00 |
| Electric equipment of same, | 3,517 | 48 |
| Other items of equipment, | 288 | 21 |
| TOTAL COST OF EQUIPMENT OWNED, | | 10,305 69 |
| Cost of land and buildings: | | |
| Land necessary for operation of railway, | \$2,500 | 00 |
| Electric power stations, including equip- ment, | 1,759 | 90 |
| Other buildings necessary for operation of railway, | 1,000 | 00 |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | 5,259 90 |
| TOTAL PERMANENT INVESTMENTS, | | \$61,989 72 |
| Cash and current assets: cash, | | 579 13 |
| Miscellaneous assets: materials and supplies, | | 342 22 |
| Profit and loss balance (deficit), | | 192 66 |
| TOTAL, | | \$63,103 73 |
| LIABILITIES. | | Cr. |
| Capital stock, | | \$60,000 00 |
| Current liabilities: | | |
| Loans and notes payable, | \$1,000 | 00 |
| Audited vouchers and accounts, | 2,103 | 73 |
| TOTAL CURRENT LIABILITIES, | | 3,103 73 |
| TOTAL; | | \$63,103 73 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$60,000 | 00 |
| Capital stock authorized by votes of company, | 60,000 | 00 |
| Capital stock issued and outstanding, | | \$60,000 00 |
| Number of shares issued and outstanding, | 600 | |
| Number of stockholders, | 5 | |
| Number of stockholders in Massachusetts, | 5 | |
| Amount of stock held in Massachusetts, | \$60,000 | 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|--------|
| Number of passengers paying revenue carried during the year, | 78,378 |
| Number carried per mile of main railway track operated, | 14,650 |
| Number of car miles run, | 18,318 |
| Average number of persons employed, | 10 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Not equipped. | Total Pas- senger Cars. | Number of Motors. |
|----------------------------------|---------------------------------|---------------|----------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | |
| Box passenger cars, | 3 | 2 | 5 | 7 |
| Open passenger cars, | 4 | — | 4 | — |
| TOTAL, | 7 | 2 | 9 | 7 |
| CARS — OTHER SERVICE. | | | | |
| Platform freight cars, | 1 | — | — | — |

MISCELLANEOUS EQUIPMENT.

| | |
|---|---|
| Railway rolling stock: electric vehicles, | 2 |
|---|---|

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|--------------|
| Length of railway line, | 5.350 miles. |
| Length of sidings, switches, etc., | .120 “ |
| Total, computed as single track, | 5.470 “ |

Names of the several cities and towns in which the railways operated by the company are located: Cottage City.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

COTTAGE CITY & EDGARTOWN TRACTION COMPANY,

89 STATE STREET, ROOM 84, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Arthur Burnham, *President*, 89 State Street, Boston, Mass. William C. Loring, *Treasurer and Clerk of Corporation*, 89 State Street, Boston, Mass. E. R. Frasier, *Superintendent*, Cottage City, Mass., during July, August and September; the remainder of the year, 8 Newton Street, Brockton, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Arthur Burnham, Boston, Mass. William C. Loring, Boston, Mass. Allen A. Brown, Boston, Mass. Roger N. Burnham, Boston, Mass. K. D. Burnham, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

ARTHUR BURNHAM,
ALLEN A. BROWN,
ROGER N. BURNHAM,
WILLIAM C. LORING,

Directors.

WILLIAM C. LORING,

Treasurer.

EDWARD R. FRASIER,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 20, 1901. Then personally appeared the above-named Arthur Burnham, Allen A. Brown, Roger N. Burnham, William C. Loring and Edward R. Frasier, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRANK A. NORTH,

Notary Public.

REPORT

OF THE

DARTMOUTH & WESTPORT STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|--------------|
| Gross earnings from operation, | \$119,544 96 |
| Operating expenses, | 77,884 46 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$41,660 50 |
| Charges upon income accrued during the year : | |
| Interest on funded debt, | \$4,500 00 |
| Taxes, State and local, | \$3,687 36 |
| Taxes, commutation, | 2,386 28 |
| | 6,073 64 |
| Payments to sinking and other special funds : reserve for depreciation, | 1,500 00 |
| Other deductions from income : | |
| Lincoln Park expenses, | \$1,827 17 |
| Loss by fire at Lincoln Park, | 113 27 |
| | 1,940 44 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 14,014 08 |
| NET DIVISIBLE INCOME, | \$27,646 42 |
| Dividends declared (8 per cent), | 12,000 00 |
| Surplus for the year ending September 30, 1901, | \$15,646 42 |
| Amount of surplus September 30, 1900, | \$20,000 00 |
| Debits to profit and loss account during the year : | |
| Construction, | \$9,255 85 |
| Cars, | 3,782 17 |
| Electric equipment of cars, | 2,608 40 |
| TOTAL DEBITS, | 15,646 42 |
| TOTAL SURPLUS SEPTEMBER 30, 1901, | \$20,000 00 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$118,292 67 |
| Receipts from carriage of mails, | 800 00 |
| Receipts from advertising in cars, | 221 25 |
| Receipts from interest on deposits, | 231 04 |
| GROSS EARNINGS FROM OPERATION, | \$119,544 96 |

EXPENSES OF OPERATION.

| | |
|--|--------------------|
| General expenses: | |
| Salaries of general officers and clerks, | \$3,380 52 |
| General office expenses and supplies, | 297 78 |
| Legal expenses, | 150 00 |
| Insurance, | 6,663 73 |
| Other general expenses, | 415 58 |
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | 3,504 17 |
| Repair of electric line construction, | 342 73 |
| Removal of snow and ice, | 14 94 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | 3,225 25 |
| Repair of electric equipment of cars, | 1,877 52 |
| Transportation expenses: | |
| Wages and compensation of persons employed in conducting transportation, | 14,595 79 |
| Damages for injuries to persons and property, | 3,703 95 |
| Tolls for trackage over other railways, | 39,048 88 |
| Other transportation expenses, | 663 62 |
| TOTAL OPERATING EXPENSES, | \$77,884 46 |

PROPERTY ACCOUNTS.

| | |
|--|--------------------|
| Additions to railway: | |
| Extension of tracks, | \$489 67 |
| New electric line construction, | 3,073 95 |
| TOTAL ADDITIONS TO RAILWAY, | \$3,563 62 |
| Additions to equipment: | |
| Additional cars (1 in number), | \$2,799 00 |
| Electric equipment of same, | 3,779 78 |
| Other additional rolling stock and vehicles, | 345 00 |
| Other additions to equipment: registers, | 120 00 |
| TOTAL ADDITIONS TO EQUIPMENT, | 7,043 78 |
| Additions to land and buildings: new buildings necessary for operation of railway, | 456 42 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$11,063 82 |
| Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): | |
| Depreciation of construction, | \$9,255 85 |
| Depreciation of cars, | 3,782 17 |
| Depreciation of electric equipment of cars, | 2,608 40 |
| TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, | 15,646 42 |
| NET DEDUCTIONS FROM PROPERTY ACCOUNTS FOR THE YEAR, | \$4,582 60 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1901.

| | ASSETS. | DR. |
|--|-------------|---------------------|
| Cost of railway: | | |
| Roadbed and tracks, | \$99,806 74 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 43,846 14 | |
| TOTAL COST OF RAILWAY OWNED, | | \$143,652 88 |

| | | | |
|--|--------------|-----|--------------|
| Cost of equipment: | | | |
| Cars and other rolling stock and vehicles, | \$55,009 74 | | |
| Electric equipment of same, | 38,319 72 | | |
| Other items of equipment: | | | |
| Tools and machinery, | 1,301 01 | | |
| Registers, | 264 00 | | |
| TOTAL COST OF EQUIPMENT OWNED, | | | \$94,894 47 |
| Other permanent property: Lincoln Park, | | | 11,915 98 |
| TOTAL PERMANENT INVESTMENTS, | | | \$250,463 33 |
| Cash and current assets: | | | |
| Cash, | \$3,583 50 | | |
| Bills and accounts receivable, | 17,370 28 | | |
| Other cash and current assets: prepaid insurance premium, | 46 91 | | |
| TOTAL CASH AND CURRENT ASSETS, | | | 21,000 69 |
| TOTAL, | | | \$271,464 02 |
| LIABILITIES. | | CR. | |
| Capital stock, | | | \$150,000 00 |
| Funded debt, | | | 90,000 00 |
| Current liabilities: | | | |
| Audited vouchers and accounts, | \$75 00 | | |
| Miscellaneous current liabilities: unredeemed tickets, | 302 74 | | |
| TOTAL CURRENT LIABILITIES, | | | 377 74 |
| Accrued liabilities: taxes accrued and not yet due, | | | 2,386 28 |
| Sinking and other special funds: reserve for depreciation, | | | 8,700 00 |
| Profit and loss balance (surplus), | | | 20,000 00 |
| TOTAL, | | | \$271,464 02 |
| CAPITAL STOCK. | | | |
| Capital stock authorized by law, | \$150,000 00 | | |
| Capital stock authorized by votes of company, | 150,000 00 | | |
| Capital stock issued and outstanding, | | | \$150,000 00 |
| Number of shares issued and outstanding, | 1,500 | | |
| Number of stockholders, | 67 | | |
| Number of stockholders in Massachusetts, | 60 | | |
| Amount of stock held in Massachusetts, | \$115,700 00 | | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|---|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage coupon (may be registered) twenty-year gold bonds, | Per Cent. 5 | April 1, 1915, | \$90,000 00 | \$4,500 00 |

SINKING AND OTHER SPECIAL FUNDS.

| | |
|--|-------------------|
| Amount September 30, 1900, of reserve for depreciation fund, | \$7,200 00 |
| Additions during the year to reserve for depreciation fund, . | 1,500 00 |
| TOTAL, INCLUDING ADDITIONS, | \$8,700 00 |
| TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1901, | \$8,700 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|-----------|
| Number of passengers paying revenue carried during the year, | 2,446,528 |
| Number carried per mile of main railway track operated, . | 12,934 |
| Number of car miles run, | 326,574 |
| Average number of persons employed, | 40 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|----------------------------------|---------------------------------|---------------------------|------------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | |
| Box passenger cars, | 11 | 11 | 11 | - |
| Open passenger cars, | 12 | 12 | - | - |
| TOTAL, | 23 | 23 | 11 | 70 |
| CARS — OTHER SERVICE. | | | | |
| Work cars, | 3 | - | - | - |
| Snow ploughs, | 2 | - | - | - |

MISCELLANEOUS EQUIPMENT.

| | |
|--|---|
| Other railway rolling stock: track velocipede, | 1 |
| Other items of equipment: track and station tools. | |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| RAILWAY OWNED, ETC. | Owned. | Trackage over Other Railways. | Total Owned, etc. |
|---|--------------|-------------------------------------|-------------------------|
| | Miles. | Miles. | Miles. |
| Length of railway line, | 9.307 | 6.253 | 15.560 |
| Length of second main track, | - | 3.356 | 3.356 |
| TOTAL LENGTH OF MAIN TRACK, | 9.307 | 9.609 | 18.916 |
| Length of sidings, switches, etc., | .535 | .526 | 1.061 |
| TOTAL, COMPUTED AS SINGLE TRACK, | 9.842 | 10.135 | 19.977 |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|-------------|
| Length of railway line, | .153 miles. |
|-----------------------------------|-------------|

Names of the several cities and towns in which the railways operated by the company are located: Fall River, Westport, Dartmouth and New Bedford.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|---|-------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of company's railway with railroads at grade (1 in number), viz.: With New York, New Haven & Hartford Railroad, Eastern District, Taunton Division, at North Westport, Westport highway, town of Westport (New Bedford and Fall River branch), . . . | 1 | 1 |

Number of above crossings at which *frogs* are inserted in the tracks, . . . 1

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | - | - | 2 | - | 2 |
| Employees, | - | - | - | - | - | - |
| Other persons, | - | 1 | - | 4 | - | 5 |
| TOTALS, | - | 1 | - | 6 | - | 7 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

DARTMOUTH & WESTPORT STREET RAILWAY COMPANY,
7 PURCHASE STREET, NEW BEDFORD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Henry H. Crapo, *President and Treasurer*, New Bedford, Mass. Thomas B. Tripp, *Vice-President*, New Bedford, Mass. Robert S. Goff, *Clerk of Corporation*, Fall River, Mass. Knowlton & Perry, *General Counsel*, New Bedford, Mass. John F. Swift, *Auditor*, New Bedford, Mass. Edward E. Potter, *Superintendent*, New Bedford, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Henry H. Crapo, New Bedford, Mass. Thomas B. Tripp, New Bedford, Mass. Edward S. Brown, New Bedford, Mass. Walter T. Winsor, New

Bedford, Mass. Antone L. Sylvia, New Bedford, Mass. Oliver Prescott, Jr., Dartmouth, Mass. Robert S. Goff, Fall River, Mass. Bradford D. Davol, Fall River, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

HENRY H. CRAPO,
THOMAS B. TRIPP,
OLIVER PRESCOTT, JR.,
E. S. BROWN,
A. L. SYLVIA,

Directors.

HENRY H. CRAPO,

Treasurer.

EDWARD E. POTTER,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. Nov. 6, 1901. Then personally appeared the above-named Henry H. Crapo, Thomas B. Tripp, Oliver Prescott, Jr., E. S. Brown, A. L. Sylvia and Edward E. Potter, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ISAAC W. PHELPS,

Justice of the Peace.

REPORT

OF THE

EAST MIDDLESEX STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

[Leased to and operated by the Boston & Northern.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|--------------|
| Rental received from lease of railway, | \$24,000 00 |
| Income from other sources: interest, | 13 76 |
| GROSS INCOME, | \$24,013 76 |
| Dividends declared (8 per cent), | 23,816 00 |
| Surplus for the year ending September 30, 1901, | \$197 76 |
| Amount of deficit September 30, 1900, | 11,710 07 |
| TOTAL DEFICIT SEPTEMBER 30, 1901, | \$11,512 31 |
| GENERAL BALANCE SHEET SEPTEMBER 30, 1901. | |
| ASSETS. | DR. |
| Cost of railway, | \$344,518 03 |
| Cost of equipment, | 102,105 79 |
| Cost of land and buildings, | 58,662 11 |
| TOTAL PERMANENT INVESTMENTS, | \$505,285 93 |
| Cash and current assets: cash, | 785 96 |
| Miscellaneous assets: office furniture, | 222 00 |
| Profit and loss balance (deficit), | 11,512 31 |
| TOTAL, | \$517,806 20 |
| LIABILITIES. | CR. |
| Capital stock, | \$297,700 00 |
| Funded debt, | 220,000 00 |
| Current liabilities: | |
| Dividends not called for, | \$104 00 |
| Miscellaneous current liabilities: balance | |
| suspense account, | 2 20 |
| TOTAL CURRENT LIABILITIES, | 106 20 |
| TOTAL, | \$517,806 20 |

CAPITAL STOCK.

| | | |
|---|--------------|--------------|
| Capital stock authorized by law, | \$300,000 00 | |
| Capital stock authorized by votes of company, | 300,000 00 | |
| Capital stock issued and outstanding, | | \$297,700 00 |
| Number of shares issued and outstanding, | 2,977 | |
| Number of stockholders, | 108 | |
| Number of stockholders in Massachusetts, | 97 | |
| Amount of stock held in Massachusetts, | \$277,100 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|------------------------|-------------------|-------------------|---------------------|--------------------------------|
| Plain bonds, | Per Cent. 5 | Jan. 1, 1902, | \$100,000 00 | \$5,000 00 |
| Plain bonds, | 5 | Sept. 1, 1918, | 120,000 00 | 6,000 00 |
| TOTALS, | | | \$220,000 00 | \$11,000 00* |

RAILWAY OWNED.

| | |
|--|---------------|
| Length of railway line, | 16.500 miles. |
| Length of sidings, switches, etc., | 1.810 " |
| Total, computed as single track, | 18.310 " |

Name of the several cities and towns in which the railway owned by the company is located: Woburn, Stoneham, Melrose, Revere, Saugus and Malden.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

EAST MIDDLESEX STREET RAILWAY COMPANY,

31 STATE STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John S. Bartlett, *President*, 53 State Street, Room 208, Boston, Mass. E. Francis Oliver, *Treasurer and Clerk of Corporation*, 31 State Street, Room 806, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John S. Bartlett, Lynn, Mass. Charles H. Newhall, Lynn, Mass. Elwin C. Foster, Lynn, Mass. Amos F. Breed, Lynn, Mass. Frank H. Monks, Brookline, Mass. Bentley W. Warren, Boston, Mass.

* Paid by lessee.

We hereby certify that the statements contained in the foregoing report are full, just and true.

AMOS F. BREED,
J. W. BARTLETT,
BENTLEY W. WARREN,
FRANK H. MONKS,
ELWIN C. FOSTER,

Directors.

E. FRANCIS OLIVER,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. OCT. 22, 1901. Then personally appeared the above-named Amos F. Breed, J. S. Bartlett, Bentley W. Warren, Frank H. Monks, Elwin C. Foster and E. Francis Oliver, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHARLES A. STONE,

Justice of the Peace.

REPORT
OF THE
EASTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

[Railway under construction.]

BOSTON, December 11, 1901.

To the Honorable Board of Railroad Commissioners, Boston, Mass.

GENTLEMEN:—The report of the Easton Street Railway Company to your Board of its condition as of September 30, 1901, has not been filed. I beg to state the following reasons for this apparent delinquency:—

This road was promoted by Edward F. Draper, who had full control of the building and financial management. He left the road physically incomplete, financially involved and with its accounts in such condition that only long and patient effort will discover the actual facts. In this condition the enterprise passed in the early summer of 1901 into the hands of creditors of the road, who have taken it and substantially completed it. It has not yet been possible so to adjust the accounts as to make it fit that any board of directors should make the statements necessary to be made to your Board in the report, and make oath to them as "full, just and true." The road is now substantially completed, in excellent physical condition, and shortly we shall be able to comply with all the statutes of the Commonwealth. At the present time it is impossible to do so.

Very respectfully yours,

G. W. ANDERSON,

Attorney for Easton Street Railway Company.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

EASTON STREET RAILWAY COMPANY,

EASTONDALE, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Dr. Frank C. Granger, *President*, Randolph, Mass. Frank Slater, *Vice-President*, Warren, Mass. James E. Howard, *Treasurer and Clerk of Corporation*, Eastondale, Mass. George W. Anderson, *General Counsel*, Tremont Building, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Dr. Frank C. Granger, Randolph, Mass. Frank Slater, Warren, Mass. George M. Faulkner, Warren, Mass. James E. Howard, Eastondale, Mass. James M. Howard, Eastondale, Mass. Edward C. Jenney, Easton, Mass. James Rankin, Brockton, Mass.

REPORT

OF THE

EAST TAUNTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|-------------|
| Gross earnings from operation, | \$28,166 75 |
| Operating expenses, | 18,781 41 |
| GROSS INCOME ABOVE OPERATING EXPENSES, . . . | \$9,385 34 |
| Charges upon income accrued during the year : | |
| Interest on funded debt, | \$2,437 50 |
| Interest and discount on unfunded debts and loans, | 77 10 |
| Taxes, State and local, | \$1,779 80 |
| Taxes, commutation, | 280 30 |
| | 2,060 10 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . | 4,574 70 |
| Surplus for the year ending September 30, 1901, | \$4,810 64 |
| Amount of surplus September 30, 1900, | 4,178 62 |
| | \$8,989 26 |
| Debits to profit and loss account during the year: land taken by city, | 214 40 |
| TOTAL SURPLUS SEPTEMBER 30, 1901, | \$8,774 86 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$28,028 36 |
| Receipts from rentals of buildings and other property, . . | 37 50 |
| Receipts from advertising in cars, | 25 00 |
| Receipts from interest on deposits, | 75 89 |
| GROSS EARNINGS FROM OPERATION, | \$28,166 75 |
| EXPENSES OF OPERATION. | |
| General expenses : | |
| Salaries of general officers and clerks, | \$660 00 |
| General office expenses and supplies, | 26 93 |
| Legal expenses, | 30 00 |
| Insurance, | 206 18 |
| Other general expenses: miscellaneous expenses, . . . | 173 35 |

| | |
|---|--------------------|
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | \$951 59 |
| Repair of electric line construction, | 69 56 |
| Removal of snow and ice, | 101 78 |
| Repair of buildings, | 66 73 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | 384 97 |
| Repair of electric equipment of cars, | 298 74 |
| Transportation expenses: | |
| Cost of electric motive power, | 4,908 34 |
| Wages and compensation of persons employed in conducting transportation, | 5,745 38 |
| Damages for injuries to persons and property, | 1,038 38 |
| Tolls for trackage over other railways, | 633 08 |
| Rentals of buildings and other property, | 2,322 22 |
| Other transportation expenses: waste, oil, coal, water, flagmen and miscellaneous car expenses, | 1,164 18 |
| TOTAL OPERATING EXPENSES, | \$18,781 41 |

PROPERTY ACCOUNTS.

| | |
|--|-------------------|
| Additions to railway: | |
| Extension of tracks (for completion of railway), | \$2,462 60 |
| New electric line construction, | 477 64 |
| Other additions to railway: engineering and legal expenses, | 1,004 27 |
| TOTAL ADDITIONS TO RAILWAY, | \$3,944 51 |
| Additions to equipment: | |
| Additional cars (1 in number), | \$772 15 |
| Electric equipment of same, | 127 69 |
| Other additions to equipment: | |
| One snow plough, | 825 00 |
| Tools, | 11 99 |
| TOTAL ADDITIONS TO EQUIPMENT, | 1,736 83 |
| Additions to land and buildings: additional land necessary for operation of railway, | |
| | 34 30 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$5,715 64 |
| Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): land taken by city, | |
| | 214 40 |
| NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, | \$5,501 24 |

GENERAL BALANCE SHEET, SEPTEMBER 30, 1901.

| | ASSETS. | DR. |
|--|-------------|-----|
| Cost of railway: | | |
| Roadbed and tracks, | \$92,562 47 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 47,306 32 | |

| | | |
|--|--------------|---------------------|
| Cost of railway — <i>Concluded.</i> | | |
| Interest accrued during construction of railway, | \$1,027 82 | |
| Engineering and other expenses incident to construction, | 6,286 55 | |
| TOTAL COST OF RAILWAY OWNED, | | \$147,183 16 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, . . | \$10,108 60 | |
| Electric equipment of same, | 6,947 86 | |
| Other items of equipment: registers, heaters, etc., | 349 39 | |
| TOTAL COST OF EQUIPMENT OWNED, | | 17,405 85 |
| Cost of land and buildings: land necessary for operation of railway, | | 154 30 |
| TOTAL PERMANENT INVESTMENTS, | | \$164,743 31 |
| Cash and current assets: | | |
| Cash, | \$4,262 35 | |
| Bills and accounts receivable, | 62 50 | |
| TOTAL CASH AND CURRENT ASSETS, | | 4,324 85 |
| TOTAL, | | \$169,068 16 |
| LIABILITIES. | | Cr. |
| Capital stock, | | \$110,000 00 |
| Funded debt, | | 45,000 00 |
| Current liabilities: | | |
| Audited vouchers and accounts, | \$3,036 70 | |
| Matured interest coupons unpaid (including coupons due October 1), | 187 50 | |
| Miscellaneous current liabilities: conductors' deposits, | 9 00 | |
| TOTAL CURRENT LIABILITIES, | | 3,233 20 |
| Accrued liabilities: taxes accrued and not yet due, | | 2,060 10 |
| Profit and loss balance (surplus), | | 8,774 86 |
| TOTAL, | | \$169,068 16 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$110,000 00 | |
| Capital stock authorized by votes of company, | 110,000 00 | |
| Capital stock issued and outstanding, | | \$110,000 00 |
| Number of shares issued and outstanding, | 1,100 | |
| Number of stockholders, | 84 | |
| Number of stockholders in Massachusetts, | 84 | |
| Amount of stock held in Massachusetts, | \$110,000 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|--------------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage gold bonds, | Per Cent. 5 | March 1, 1920, | \$45,000 00 | \$2,250 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|---------|
| Number of passengers paying revenue carried during the year, | 560,567 |
| Number carried per mile of main railway track operated, | 49,957 |
| Number of car miles run, | 134,589 |
| Average number of persons employed, | 11 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|--------------------------------|---------------------------------|---------------------------|------------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | |
| Box passenger cars, | 3 | 3 | 3 | - |
| Open passenger cars, | 4 | 4 | - | - |
| TOTAL, | 7 | 7 | 3 | 14 |
| Snow ploughs, | 2 | - | - | - |

MISCELLANEOUS EQUIPMENT.

| | |
|---|---|
| Other railway rolling stock: trolley wagon, | 1 |
|---|---|

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| RAILWAY OWNED, ETC. | Owned. | Trackage over other Railways. | Total Owned, etc. |
|--|--------|-------------------------------------|----------------------|
| | Miles. | Miles. | Miles. |
| Length of railway line, | 10.519 | .724 | 11.243 |
| Length of sidings, switches, etc., | .176 | - | .176 |
| TOTAL, COMPUTED AS SINGLE TRACK, | 10.695 | .724 | 11.419 |

Names of the several cities and towns in which the railways operated by the company are located: Taunton, Lakeville and Middleborough.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|---|----------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of company's railway with railroads at grade (2 in number), viz.: With New York, New Haven & Hartford Railroad, at Middleborough Avenue, East Taunton (2 crossings), | 2 | 1 |

Number of above crossings at which frogs are inserted in the tracks, 2

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | - | - | 2 | - | 2 |
| Employees, | - | - | - | - | - | - |
| Other persons, | - | - | - | - | - | - |
| TOTALS, | - | - | - | 2 | - | 2 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

EAST TAUNTON STREET RAILWAY COMPANY,
23 SUMMER STREET, TAUNTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Michael A. Cavanaugh, *President*, 105 Beverly Street, Boston, Mass.
Thomas F. Cavanaugh, *Vice-President*, 26 Court Street, Taunton, Mass.
Joseph B. Murphy, *Treasurer*, 23 Summer Street, Taunton, Mass. James P. Dunn, *Clerk of Corporation, General Manager and Superintendent*, 172 Cohannet Street, Taunton, Mass. Arthur M. Alger, *General Counsel*, 9 Court Street, Taunton, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Michael A. Cavanaugh, corner Healey and Herrishoff streets, Roxbury, Mass. Thomas F. Cavanaugh, 16 Hodges Avenue, Taunton, Mass. Joseph B. Murphy, 23 Summer Street, Taunton, Mass. James P. Dunn, 172 Cohannet Street, Taunton, Mass. Chester R. Barstow, 234 Hart Street, Taunton, Mass. Charles R. Richmond, Middleborough Avenue, East Taunton, Mass. Stephen F. O'Hara, Middleborough, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

MICHAEL A. CAVANAUGH,
THOMAS F. CAVANAUGH,
JOSEPH B. MURPHY,
JAMES P. DUNN,
CHARLES R. RICHMOND,
CHESTER R. BARSTOW,
STEPHEN F. O'HARA,

Directors.

JOSEPH B. MURPHY,
Treasurer.

JAMES P. DUNN,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, SS. TAUNTON, NOV. 4, 1901. Then personally appeared the above-named Thomas F. Cavanaugh, Joseph B. Murphy, James P. Dunn, Charles R. Richmond and Chester R. Barstow, Michael A. Cavanaugh and Stephen F. O'Hara, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

RICHARD P. COUGHLIN,

Justice of the Peace.

REPORT

OF THE

EAST WAREHAM, ONSET BAY & POINT INDEPENDENCE
STREET RAILWAY COMPANY

FOR THE PERIOD ENDING JUNE 12, 1901.

[Consolidated with the New Bedford & Onset June 12, 1901.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|------------|
| Gross earnings from operation, | \$1,241 84 |
| Operating expenses, | 1,841 39 |
| GROSS DEFICIT ABOVE OPERATING EXPENSES, | \$599 55 |
| Charges upon income accrued during the year: | |
| Interest and discount on unfunded debts and loans, | \$12 15 |
| Taxes, State and local, | 54 53 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 66 68 |
| Deficit for the period ending June 12, 1901, | \$666 23 |
| Amount of deficit September 30, 1900, | 2,650 67 |
| TOTAL DEFICIT JUNE 12, 1901, | \$3,316 90 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$431 55 |
| Receipts from carriage of mails, | 75 00 |
| Receipts from carriage of express and parcels, | 728 94 |
| Receipts from interest on deposits, | 3 35 |
| Other earnings from operation: manure, | 3 00 |
| GROSS EARNINGS FROM OPERATION, | \$1,241 84 |
| EXPENSES OF OPERATION. | |
| General expenses: general office expenses and supplies, | \$301 40 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | 19 06 |
| Renewal of horses, harnesses, shoeing, etc., | 108 17 |
| Provender and stabling for horses, | 603 71 |

| | | |
|--|-------------|--------------------|
| Transportation expenses: | | |
| Wages and compensation of persons employed in conducting transportation, | | \$699 05 |
| Damages for injuries to persons and property, | | 85 00 |
| Rentals of buildings and other property, | | 25 00 |
| TOTAL OPERATING EXPENSES, | | <u>\$1,841 39</u> |
| GENERAL BALANCE SHEET JUNE 12, 1901. | | |
| ASSETS. | | DR. |
| Cost of railway: roadbed and tracks, | | \$14,357 15 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, | \$4,902 24 | |
| Horses, | 1,226 00 | |
| TOTAL COST OF EQUIPMENT OWNED, | | 6,128 24 |
| Cost of land and buildings: | | |
| Land necessary for operation of railway, | \$475 00 | |
| Buildings necessary for operation of railway, | 672 01 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | 1,147 01 |
| TOTAL PERMANENT INVESTMENTS, | | <u>\$21,632 40</u> |
| Cash and current assets: | | |
| Cash, | \$247 12 | |
| Bills and accounts receivable, | 173 98 | |
| TOTAL CASH AND CURRENT ASSETS, | | 421 10 |
| Profit and loss balance (deficit), | | 3,316 90 |
| TOTAL, | | <u>\$25,370 40</u> |
| LIABILITIES. | | CR. |
| Capital stock, | | \$21,400 00 |
| Current liabilities: | | |
| Loans and notes payable, | \$605 80 | |
| Miscellaneous current liabilities: accounts due not paid, | 287 39 | |
| TOTAL CURRENT LIABILITIES, | | 893 19 |
| Accrued liabilities: judgments, | | 3,077 21 |
| TOTAL, | | <u>\$25,370 40</u> |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$26,000 00 | |
| Capital stock authorized by votes of company, | 21,500 00 | |
| Capital stock issued and outstanding, | | \$21,400 00 |
| Number of shares issued and outstanding, | 214 | |
| Number of stockholders, | 40 | |
| Number of stockholders in Massachusetts, | 38 | |
| Amount of stock held in Massachusetts, | \$20,800 00 | |

VOLUME OF TRAFFIC, ETC.

| | |
|--|-------|
| Number of passengers paying revenue carried during the period, | 5,167 |
| Number carried per mile of main railway track operated, . . | 2,566 |
| Number of car miles run, | 1,023 |
| Average number of persons employed, | 5 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Horse Power. | Equipped with Stoves. |
|--------------------------------|---------------------------|-----------------------|
| CARS — PASSENGER SERVICE. | | |
| Box passenger cars, | 5 | 5 |
| Open passenger cars, | 8 | - |
| TOTAL, | 13 | 5 |

MISCELLANEOUS EQUIPMENT.

| | |
|--|----|
| Barges and omnibuses, | 1 |
| Carts and snow sleds, | 2 |
| Other highway vehicles: 3 express, 1 democrat, 2 trucks and 1 lumber gear, | 7 |
| Horses, | 8 |
| Harnesses (double, 12; single, 3), | 15 |

RAILWAY OWNED AND OPERATED (BY HORSE POWER).

| | |
|--|--------------|
| Length of railway line, | 2.014 miles. |
| Length of sidings, switches, etc., | 1.006 " |
| Total, computed as single track, | 3.020 " |

Names of the several cities and towns in which the railways operated by the company are located: East Wareham and Onset Bay.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

EAST WAREHAM, ONSET BAY & POINT INDEPENDENCE STREET
RAILWAY COMPANY,
NEW BEDFORD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Joseph K. Nye, *President and General Manager*, New Bedford, Mass. William F. Nye, *Vice-President*, New Bedford, Mass. Anderson W. Kelley, *Treasurer and Clerk of Corporation*, New Bedford, Mass. Frederick L. Benson, *Superintendent*, Onset, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Joseph K. Nye, New Bedford, Mass. William F. Nye, New Bedford, Mass. Anderson W. Kelley, New Bedford, Mass. Frederick L. Benson, Onset, Mass. Benj. F. Gibbs, East Wareham, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JOS. K. NYE,
WILLIAM F. NYE,
A. W. KELLEY,
Directors.
A. W. KELLEY,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. NEW BEDFORD, Nov. 20, 1901. Then personally appeared the above-named Joseph K. Nye, William F. Nye and A. W. Kelley, as directors, and said A. W. Kelley, as treasurer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ALBERT B. COLLINS,
Justice of the Peace.

REPORT

OF THE

ESSEX COUNTY STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

[Obtained a certificate of incorporation, but has not yet commenced the construction of its railway.]

| GENERAL BALANCE SHEET SEPTEMBER 30, 1901. | | | |
|--|---|---|-------------|
| ASSETS. | | | DR. |
| Cost of railway: | | | |
| Roadbed and tracks, | . | . | \$6,652 56 |
| Engineering and other expenses incident to construction, | . | . | 2,082 62 |
| TOTAL COST OF RAILWAY OWNED, | | | \$8,735 18 |
| Cash and current assets: cash, | . | . | 3,764 82 |
| TOTAL, | | | \$12,500 00 |
| LIABILITIES. | | | CR. |
| Capital stock, | . | . | \$12,500 00 |
| TOTAL, | | | \$12,500 00 |
| CAPITAL STOCK. | | | |
| Capital stock authorized by law, | . | . | \$25,000 00 |
| Amount paid in on 250 shares not yet issued, | . | . | \$12,500 00 |
| Number of stockholders, | . | . | 16 |
| Number of stockholders in Massachusetts, | . | . | 14 |
| Amount of stock held in Massachusetts, | . | . | \$6,700 00 |

Names of the several cities and towns in which the railway owned by the company is located: Danvers, Topsfield, Boxford and Georgetown.

GENERAL REMARKS AND EXPLANATIONS.

Length of railway located as published in articles of association, 10 miles.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

ESSEX COUNTY STREET RAILWAY COMPANY,

ROOM 514, TREMONT BUILDING, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Joseph N. Greene, *President and Treasurer*, the Quincy, Boston, Mass.
Edward D. Hewins, *Clerk of Corporation*, 14 Holborn Street, Boston, Mass.
Edwin T. McKnight, *General Counsel*, 514 Tremont Building, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Joseph N. Greene, the Quincy, Boston, Mass. Edward D. Hewins, 14 Holborn Street, Boston, Mass. Edwin T. McKnight, the Warren, Roxbury Highlands, Boston, Mass. A. T. Merrill, Topsfield, Mass. Frank L. Jacobs, Haverhill, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

J. N. GREENE,
EDWARD D. HEWINS,
EDWIN T. MCKNIGHT,
FRANK L. JACOBS,
Directors.
JOSEPH N. GREENE,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 18, 1901. Then personally appeared the above-named J. N. Greene, Edwin T. McKnight and Frank L. Jacobs, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

E. D. HEWINS,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 18, 1901. Then personally appeared the within-named Edward D. Hewins, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

FRANKLIN MEAD,
Justice of the Peace.

REPORT

OF THE

FITCHBURG & LEOMINSTER STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|--------------|
| Gross earnings from operation, | \$179,595 02 |
| Operating expenses, | 121,385 37 |
| NET EARNINGS FROM OPERATION, | \$58,209 65 |
| Miscellaneous income: receipts from operation of Whalom Park, | 16,948 60 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$75,158 25 |
| Charges upon income accrued during the year: | |
| Interest on funded debt, | \$11,900 00 |
| Interest and discount on unfunded debts and loans, | 3,301 89 |
| Taxes, State and local, | \$6,013 57 |
| Taxes, commutation, | 3,465 45 |
| | 9,479 02 |
| Other deductions from income: expenses of operation of Whalom Park, | 19,986 32 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 44,667 23 |
| NET DIVISIBLE INCOME, | \$30,491 02 |
| Dividends declared (8 per cent), | 28,000 00 |
| Surplus for the year ending September 30, 1901, | \$2,491 02 |
| Amount of surplus September 30, 1900, | 23,776 84 |
| Debits to profit and loss account during the year: | |
| Winter expense fund, | \$2,000 00 |
| Renewal fund, | 491 02 |
| TOTAL DEBITS, | 2,491 02 |
| TOTAL SURPLUS SEPTEMBER 30, 1901, | \$23,776 84 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$179,090 06 |
| Receipts from rentals of buildings, | 105 00 |
| Receipts from advertising in cars, | 399 96 |
| GROSS EARNINGS FROM OPERATION, | \$179,595 02 |

EXPENSES OF OPERATION.

General expenses :

| | |
|--|------------|
| Salaries of general officers and clerks, | \$7,969 90 |
| General office expenses and supplies, | 3,630 75 |
| Legal expenses, | 217 50 |
| Insurance, | 7,606 15 |
| Other general expenses : miscellaneous amusements, | 157 35 |

Maintenance of roadway and buildings :

| | |
|---|----------|
| Repair of roadbed and track, | 3,797 69 |
| Repair of electric line construction, | 1,851 18 |
| Removal of snow and ice, | 885 43 |
| Repair of buildings, | 939 89 |

Maintenance of equipment :

| | |
|---|----------|
| Repair of cars and other vehicles, | 9,763 29 |
| Repair of electric equipment of cars, | 6,145 99 |
| Renewal of horses, harnesses, shoeing, etc., and provender and stabling for horses, | 1,274 40 |

Transportation expenses :

| | |
|--|-----------|
| Cost of electric motive power, | 23,279 00 |
| Wages and compensation of persons employed in conducting transportation, | 47,044 48 |
| Rentals of property, | 834 44 |

Other transportation expenses :

| | |
|---|----------|
| Miscellaneous car house and shop expenses, | 1,742 84 |
| Printing tickets and transfers; cleaning and sanding track, changing electrical equipments, grease and lubricants for cars and track, etc., | 4,245 09 |

| | |
|-------------------------------------|--------------|
| TOTAL OPERATING EXPENSES, | \$121,385 37 |
|-------------------------------------|--------------|

PROPERTY ACCOUNTS.

Additions to railway :

| | |
|--|-------------|
| Extension of tracks (length, 17,817 feet), | \$40,123 41 |
| New electric line construction (length, 17,817 feet trolley construction, 3,960 feet feeder construction), | 6,093 67 |

| | |
|---------------------------------------|-------------|
| TOTAL ADDITIONS TO RAILWAY, | \$46,217 08 |
|---------------------------------------|-------------|

Additions to equipment :

| | |
|---|-------------|
| Additional cars (8 in number) and electric and other equipment of cars, | \$25,798 87 |
| Other additional rolling stock and vehicles, | 113 47 |
| Other additions to equipment : miscellaneous, | 728 78 |

| | |
|---|-----------|
| TOTAL ADDITIONS TO EQUIPMENT, | 26,641 12 |
|---|-----------|

Additions to land and buildings :

| | |
|---|----------|
| Additional land necessary for operation of railway, | \$34 68 |
| New buildings necessary for operation of railway, | 6,055 57 |

| | |
|--|----------|
| TOTAL ADDITIONS TO LAND AND BUILDINGS, | 6,090 25 |
|--|----------|

Additions to other permanent property :

| | |
|---|-------------|
| Whalom Park property and equipment, | \$25,655 98 |
| Office fittings, | 1,096 14 |

| | |
|--|-----------|
| TOTAL ADDITIONS TO OTHER PERMANENT PROPERTY, | 26,752 12 |
|--|-----------|

| | |
|---|--------------|
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$105,700 57 |
|---|--------------|

Deductions from property accounts (property sold or reduced in valuation and credited to property accounts) :

| | |
|--|------------|
| Track removed (for renewal), | \$1,462 94 |
| Depreciation of track, | 1,000 00 |
| Feed wire taken down and in stock, | 456 51 |
| Cars and equipment of same sold, | 3,475 60 |
| Fitchburg Park Co. stock (in liquidation), . . | 250 00 |

| | |
|--|------------|
| TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, . . | \$6,645 05 |
|--|------------|

| | |
|---|-------------|
| NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, | \$99,055 52 |
|---|-------------|

GENERAL BALANCE SHEET SEPTEMBER 30, 1901.

| ASSETS. | | DR. |
|---|--------------|--------------|
| Cost of railway: | | |
| Roadbed and tracks, | \$346,447 16 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 62,599 05 | |
| TOTAL COST OF RAILWAY OWNED, | | \$409,046 21 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles and electric equipment of same, | \$131,396 62 | |
| Horses, | 375 00 | |
| Other items of equipment, | 5,717 41 | |
| TOTAL COST OF EQUIPMENT OWNED, | | \$137,489 03 |
| Cost of land and buildings: | | |
| Land necessary for operation of railway, . . | \$11,373 82 | |
| Electric power stations, including equipment, . . | 79,318 85 | |
| Other buildings necessary for operation of railway, | 23,840 72 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | 114,533 39 |
| Other permanent property: | | |
| Whalom Park property, | \$61,971 77 | |
| Fitchburg Park Company stock, | 250 00 | |
| TOTAL COST OF OTHER PERMANENT PROPERTY OWNED, | | 62,221 77 |
| TOTAL PERMANENT INVESTMENTS, | | \$723,290 40 |
| Cash and current assets: | | |
| Cash, | \$3,580 18 | |
| Bills and accounts receivable, | 2,249 19 | |
| TOTAL CASH AND CURRENT ASSETS, | | 5,829 37 |
| Miscellaneous assets: materials and supplies, | | 31,861 12 |
| TOTAL, | | \$760,980 89 |
| LIABILITIES. | | CR. |
| Capital stock, | | |
| Funded debt, | | \$350,000 00 |
| Current liabilities: | | |
| Loans and notes payable, | \$70,000 00 | |
| Miscellaneous current liabilities: tickets issued but not redeemed, | 1,306 01 | |
| TOTAL CURRENT LIABILITIES, | | 71,306 01 |

| | | |
|--|------------|--------------|
| Accrued liabilities: interest accrued and not yet due, . . . | | \$1,540 46 |
| Sinking and other special funds: | | |
| Renewal fund, | \$5,491 02 | |
| Accident insurance fund, | 6,866 56 | |
| Winter expense fund, | 2,000 00 | |
| TOTAL SINKING AND OTHER SPECIAL FUNDS, | | 14,357 58 |
| Profit and loss balance (surplus), | | 23,776 84 |
| TOTAL, | | \$760,980 89 |

CAPITAL STOCK.

| | | |
|---|--------------|--------------|
| Capital stock authorized by law, | \$500,000 00 | |
| Capital stock authorized by votes of company, | 350,000 00 | |
| Capital stock issued and outstanding, | | \$350,000 00 |
| Number of shares issued and outstanding, | 3,500 | |
| Number of stockholders, | 97 | |
| Number of stockholders in Massachusetts, | 94 | |
| Amount of stock held in Massachusetts, | \$342,900 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|--|-------------------|-------------------------|---------------------|--------------------------------|
| Twenty-year first mortgage bonds, | Per Cent. 5 | Apr. 1, 1917, | \$150,000 00 | \$7,500 00 |
| Twenty-year consolidated mortgage bonds, | 4½ | Feb. 1, 1921, | 150,000 00 | 4,400 00 |
| TOTALS, | | | \$300,000 00 | \$11,900 00 |

SINKING AND OTHER SPECIAL FUNDS.

| | | |
|--|------------|-------------|
| Amount September 30, 1900, of renewal fund, | | \$6,000 00 |
| Amount September 30, 1900, of accident insurance fund, | | 9,720 33 |
| TOTAL, SEPTEMBER 30, 1900, | | \$15,720 33 |
| Additions during the year to renewal fund, | \$491 02 | |
| Additions during the year to accident insurance fund, | 5,000 00 | |
| Additions during the year to winter expense account, | 2,000 00 | |
| | | 7,491 02 |
| TOTAL, INCLUDING ADDITIONS, | | \$23,211 35 |
| Deductions during the year from renewal fund, | \$1,000 00 | |
| Deductions during the year from accident insurance fund, | 7,853 77 | |
| | | 8,853 77 |
| TOTAL SINKING AND OTHER SPECIAL FUNDS, SEPTEMBER 30, 1901, | | \$14,357 58 |

VOLUME OF TRAFFIC, ETC.

| | |
|---|-----------|
| Number of passengers paying revenue carried during the year, | 3,633,762 |
| Number carried per mile of main railway track operated, . . . | 134,494 |
| Number of car miles run, | 876,270 |
| Average number of persons employed, | 100 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Not equipped. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of motors. |
|--------------------------------|---------------------------------|---------------|---------------------------|------------------------------------|-------------------|
| CARS—PASSENGER SERVICE. | | | | | |
| Box passenger cars, | 23 | - | 23 | 23 | - |
| Open passenger cars, | 30 | - | 30 | - | - |
| TOTAL, | 53 | - | 53 | 23 | 100 |
| CARS—OTHER SERVICE. | | | | | |
| Work cars, | 2 | 1 | - | - | - |
| Snow ploughs, | 4 | - | - | - | - |

MISCELLANEOUS EQUIPMENT.

| | |
|---|----|
| Carts and snow sleds, | 20 |
| Other highway vehicles: 3 carriages, 1 sleigh, | 4 |
| Horses, | 5 |
| Harnesses (double, 15; single, 5), | 20 |
| Other items of equipment: office furniture, punches, telephone system, etc. | |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|---------------|
| Length of railway line, | 24.645 miles. |
| Length of second main track, | 2.373 " |
| Total length of main track, | 27.018 " |
| Length of sidings, switches, etc., | 1.669 " |
| Total, computed as single track, | 28.687 " |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|--|--------------|
| Length of railway line, | 1.935 miles. |
| Length of second main track, | .875 " |
| Total length of main track, | 2.810 " |

Names of the several cities and towns in which the railways operated by the company are located: Fitchburg, Leominster and Lunenburg.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|---|-------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of company's railway with railroads at grade (6 in number), viz.: | | |
| With Boston & Maine Railroad, River Street, Fitchburg (mill siding), | 1 | 1 |
| With Boston & Maine Railroad, River Street, Fitchburg (mill siding), | 1 | 1 |
| With Boston & Maine Railroad, River Street, Fitchburg (mill siding), | 1 | 1 |
| With Boston & Maine Railroad, River Street, Fitchburg (mill siding), | 1 | 1 |
| With New York, New Haven & Hartford Railroad, Main Street, Fitchburg (mill siding), | 1 | 2 |
| With New York, New Haven & Hartford Railroad, Main Street, Leominster, | 2 | 1 |
| TOTAL NUMBER OF TRACKS AT CROSSINGS, | 7 | 7 |

Number of above crossings at which *frogs* are inserted in the tracks, . . . 6

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | 2 | - | 9 | - | 11 |
| Employees, | - | - | - | 1 | - | 1 |
| Other persons, | - | 2 | 1 | 12 | 1 | 14 |
| TOTALS, | - | 4 | 1 | 22 | 1 | 26 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

FITCHBURG & LEOMINSTER STREET RAILWAY COMPANY,

117 MAIN STREET, FITCHBURG, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Henry A. Willis, *President*, Fitchburg, Mass. Herbert I. Wallace, *Vice-President*, Fitchburg, Mass. Robert N. Wallis, *Treasurer*, Fitchburg, Mass. Charles F. Baker, *Clerk of Corporation*, Fitchburg, Mass. Baker & Hall, *General Counsel*, Fitchburg, Mass. Eliab Parker, *Auditor*, 220 Devonshire Street, Boston, Mass. Wesley W. Sargent, *Superintendent*, Fitchburg, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Henry A. Willis, Fitchburg, Mass. Charles F. Baker, Fitchburg, Mass. George E. Clifford, Fitchburg, Mass. Manson D. Haws, North Leominster, Mass. George N. Proctor, Fitchburg, Mass. Wesley W. Sargent, Fitchburg, Mass. Herbert I. Wallace, Fitchburg, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

HENRY A. WILLIS,
HERBERT I. WALLACE,
CHARLES F. BAKER,
GEORGE E. CLIFFORD,
GEORGE N. PROCTOR,
WESLEY W. SARGENT,

Directors.

ROBERT N. WALLIS,

Treasurer.

WESLEY W. SARGENT,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. Nov. 13, 1901. Then personally appeared the above-named Henry A. Willis, Herbert I. Wallace, Charles F. Baker, George E. Clifford, Robert N. Wallis, George N. Proctor and Wesley W. Sargent, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WILBUR B. TENNEY,

Justice of the Peace.

REPORT

OF THE

FITCHBURG & SUBURBAN STREET RAILWAY COMPANY

FOR THE PERIOD ENDING OCTOBER 17, 1900.

[Consolidated with the Leominster & Clinton October 17, 1900.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|------------|
| Gross earnings from operation, | \$1,016 85 |
| Operating expenses, | 1,243 80 |
| GROSS DEFICIT ABOVE OPERATING EXPENSES, | \$226 95 |
| Charges upon income accrued during the year : | |
| Interest and discount on unfunded debts and loans, | \$50 93 |
| Taxes, State and local, | \$20 74 |
| Taxes, commutation, | 11 73 |
| | 32 47 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 83 40 |
| Deficit for the period ending October 17, 1900, | \$310 35 |
| Amount of deficit September 30, 1900, | 3,869 88 |
| TOTAL DEFICIT OCTOBER 17, 1900, | \$4,180 23 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$1,016 85 |
| GROSS EARNINGS FROM OPERATION, | \$1,016 85 |
| EXPENSES OF OPERATION. | |
| General expenses : | |
| Salaries of general officers and clerks, | \$20 29 |
| Insurance, | 44 00 |
| Maintenance of roadway and buildings: repair of buildings, | 17 15 |
| Maintenance of equipment : | |
| Repair of cars and other vehicles, | 151 75 |
| Repair of electric equipment of cars, | 157 60 |
| Transportation expenses : | |
| Cost of electric motive power, | 360 31 |
| Damages for injuries to persons and property, | 492 70 |
| TOTAL OPERATING EXPENSES, | \$1,243 80 |

GENERAL BALANCE SHEET OCTOBER 17, 1900.

| ASSETS. | | Dr. | |
|---|----------|-----|--------------|
| Cost of railway: | | | |
| Roadbed and tracks, | \$83,549 | 72 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 18,842 | 85 | |
| Engineering and other expenses incident to construction, | 6,845 | 40 | |
| Other items of railway cost: changing, ac- count grade crossing, | 156 | 87 | |
| TOTAL COST OF RAILWAY OWNED, | | | \$108,894 84 |
| Cost of equipment: | | | |
| Cars and other rolling stock and vehicles, . . | \$21,214 | 35 | |
| Electric equipment of same, | 10,876 | 24 | |
| Other items of equipment: carette, heaters, sand boxes, etc., | 1,303 | 15 | |
| TOTAL COST OF EQUIPMENT OWNED, | | | 33,393 74 |
| Cost of land and buildings: | | | |
| Land necessary for operation of railway, . . | \$800 | 00 | |
| Electric power stations, including equip- ment, | 36,909 | 87 | |
| Other buildings necessary for operation of railway, | 7,515 | 20 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | | 45,225 07 |
| Other permanent property: | | | |
| Park and park building, | \$18,400 | 00 | |
| Tools, \$293.34; office furniture, \$423.70, . . | 717 | 04 | |
| TOTAL COST OF OTHER PERMANENT PROPERTY OWNED, | | | 19,117 04 |
| TOTAL PERMANENT INVESTMENTS, | | | \$206,630 69 |
| Cash and current assets: | | | |
| Cash, | \$524 | 33 | |
| Bills and accounts receivable, | 78 | 75 | |
| Other cash and current assets: | | | |
| Prepaid insurance, | 471 | 10 | |
| Unexpired taxes, | 433 | 03 | |
| TOTAL CASH AND CURRENT ASSETS, | | | 1,507 21 |
| Miscellaneous assets: materials and supplies, | | | 3,267 34 |
| Profit and loss balance (deficit), | | | 4,180 23 |
| TOTAL, | | | \$215,585 47 |
| LIABILITIES. | | Cr. | |
| Capital stock, | | | \$188,000 00 |
| Current liabilities: | | | |
| Loans and notes payable, | \$21,578 | 89 | |
| Audited vouchers and accounts, | 5,835 | 52 | |
| TOTAL CURRENT LIABILITIES, | | | 27,414 41 |

| | | |
|--|--------------|---------------------|
| Accrued liabilities: | | |
| Interest accrued and not yet due, | \$50 93 | |
| Taxes accrued and not yet due, | 32 47 | |
| Miscellaneous accrued liabilities: suspense account, | 87 66 | |
| TOTAL ACCRUED LIABILITIES, | | \$171 06 |
| TOTAL, | | \$215,585 47 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$188,000 00 | |
| Capital stock authorized by votes of company, | 188,000 00 | |
| Capital stock issued and outstanding, | | \$188,000 00 |
| Number of shares issued and outstanding, | 1,880 | |
| Number of stockholders, | 16 | |
| Number of stockholders in Massachusetts, | 16 | |
| Amount of stock held in Massachusetts, | \$188,000 00 | |

VOLUME OF TRAFFIC, ETC.

| | |
|--|--------|
| Number of passengers paying revenue carried during the year, | 20,553 |
| Number carried per mile of main railway track operated, | 3,213 |
| Number of car miles run, | 4,633 |
| Average number of persons employed, | 22 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|--------------------------------|------------------------------|------------------------|---------------------------------|-------------------|
| CARS—PASSENGER SERVICE. | | | | |
| Box passenger cars, | 6 | 6 | 6 | 12 |
| Open passenger cars, | 11 | 11 | - | 16 |
| TOTAL, | 17 | 17 | 6 | 28 |
| CARS—OTHER SERVICE. | | | | |
| Work cars, | 1 | - | - | 2 |
| Snow ploughs, | 1 | - | - | - |

MISCELLANEOUS EQUIPMENT.

| | |
|--|---|
| Other highway vehicles: tower wagon, | 1 |
|--|---|

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|--------------|
| Length of railway line, | 6.896 miles. |
| Length of sidings, switches, etc., | .442 " |
| Total, computed as single track, | 6.838 " |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|--|-------------|
| Length of railway line, | .124 miles. |
| Length of second main track, car barn, | .110 " |
| Total length of main track, | .234 " |

Names of the several cities and towns in which the railways operated by the company are located: Leominster and Fitchburg.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|---|----------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of company's railway with railroads at grade (1 in number), viz.: | | |
| With New York, New Haven & Hartford Railroad, Water Street, Leominster, | 2 | 1 |

Number of above crossings at which *frogs* are inserted in the tracks, . . . 2

CORPORATE NAME AND ADDRESS OF THE COMPANY.

FITCHBURG & SUBURBAN STREET RAILWAY COMPANY,

LEOMINSTER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Harry L. Pierce, *President*, Leominster, Mass. James A. Parker, *Vice-President*, Boston, Mass. Justin W. Lester, *Treasurer*, Worcester, Mass. Andrew J. Peters, *Clerk of Corporation*, Boston, Mass. George H. Burgess, *Superintendent*, Leominster, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

James A. Parker, Boston, Mass. Irvin McDowell Garfield, Boston, Mass. Bentley W. Warren, Boston, Mass. Harry L. Pierce, Leominster, Mass. Andrew J. Peters, Boston, Mass. Francis R. Hart, Boston, Mass. Frederick W. Kendrick, Boston, Mass. Samuel E. Winslow, Worcester, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JAMES A. PARKER,
IRVIN McDOWELL GARFIELD,
BENTLEY W. WARREN,
ANDREW J. PETERS,
FRANCIS R. HART,
FREDERICK W. KENDRICK,
Directors.
JUSTIN W. LESTER,
Treasurer.
GEO. H. BURGESS,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 15, 1901. Then personally appeared the above-named James A. Parker, Francis R. Hart, Frederick W. Kendrick and Justin W. Lester, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, GEORGE H. BUTTERS,
Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 15, 1901. Then personally appeared the above-named Bentley W. Warren, Irvin McDowell Garfield and Andrew J. Peters, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, ALEXANDER WHITESIDE, JR.,
Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. Nov. 15, 1901. Then personally appeared the above-named George H. Burgess, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, CHANDLER BULLOCK,
Justice of the Peace.

REPORT

OF THE

FRAMINGHAM, SOUTHBOROUGH & MARLBOROUGH STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

[Operated by the Marlborough.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|-------------|
| Gross earnings from operation, | \$24,700 90 |
| Operating expenses, | 16,959 02 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$7,741 88 |
| Charges upon income accrued during the year: | |
| Interest on funded debt, \$3,000 00 | |
| Interest and discount on unfunded debts and loans, 1,245 47 | |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 4,245 47 |
| Surplus for the year ending September 30, 1901, | \$3,496 41 |
| Amount of surplus September 30, 1900, | 8,012 27 |
| TOTAL SURPLUS SEPTEMBER 30, 1901, | \$11,508 68 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$24,700 90 |
| GROSS EARNINGS FROM OPERATION, | \$24,700 90 |
| EXPENSES OF OPERATION. | |
| General expenses, | \$44 16 |
| Transportation expenses: amount paid Marlborough Street Railway Company for operation, as per agreement, | 16,914 86 |
| TOTAL OPERATING EXPENSES, | \$16,959 02 |
| PROPERTY ACCOUNTS. | |
| Additions to railway: settlement of sundry bills contracted for while road was being constructed, | \$927 85 |
| Additions to land and buildings: new buildings necessary for operation of railway, | 62 84 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$990 69 |

| GENERAL BALANCE SHEET SEPTEMBER 30, 1901. | | | |
|---|-----------|-----|--------------|
| ASSETS. | | DR. | |
| Cost of railway : | | | |
| Roadbed and tracks, | \$109,240 | 59 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 33,500 | 00 | |
| Engineering and other expenses incident to construction, | 748 | 54 | |
| TOTAL COST OF RAILWAY OWNED, | | | \$143,489 13 |
| Cost of equipment: cars and other rolling stock and vehicles and electric equipment of same, | | | 24,384 84 |
| Cost of land and buildings: buildings necessary for operation of railway, | | | 62 84 |
| TOTAL PERMANENT INVESTMENTS, | | | \$167,936 81 |
| Cash and current assets : | | | |
| Cash, | \$145 | 06 | |
| Bills and accounts receivable, | 3,878 | 11 | |
| Other cash and current assets: prepaid in- terest, | 298 | 70 | |
| TOTAL CASH AND CURRENT ASSETS, | | | 4,321 87 |
| TOTAL, | | | \$172,258 68 |
| LIABILITIES. | | CR. | |
| Capital stock, | \$80,000 | 00 | |
| Funded debt, | 60,000 | 00 | |
| Current liabilities: loans and notes payable, | 20,000 | 00 | |
| Accrued liabilities: interest accrued and not yet due, | 750 | 00 | |
| Profit and loss balance (surplus), | 11,508 | 68 | |
| TOTAL, | | | \$172,258 68 |
| CAPITAL STOCK. | | | |
| Capital stock authorized by law, | \$80,000 | 00 | |
| Capital stock authorized by votes of company, | 80,000 | 00 | |
| Capital stock issued and outstanding, | | | \$80,000 00 |
| Number of shares issued and outstanding, | 800 | | |
| Number of stockholders, | 7 | | |
| Number of stockholders in Massachusetts, | 7 | | |
| Amount of stock held in Massachusetts, | \$80,000 | 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|--------------------------------------|----------------------|----------------------|------------------------|--------------------------------------|
| First mortgage gold bonds, | Per Cent. 5 | Jan. 1, 1919, . | \$60,000 00 | \$3,000 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|---------|
| Number of passengers paying revenue carried during the year, | 389,261 |
| Number carried per mile of main railway track operated, | 52,159 |
| Number of car miles run, | 142,526 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|--------------------------------|---------------------------------|---------------------------|------------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | |
| Box passenger cars, | 3 | 3 | 3 | - |
| Open passenger cars, | 5 | 5 | - | - |
| TOTAL, | 8 | 8 | 3 | 16 |
| Snow ploughs, | 2 | - | - | - |

RAILWAY OWNED.

| | |
|--|--------------|
| Length of railway line, | 7.463 miles. |
| Length of sidings, switches, etc., | .141 " |
| Total, computed as single track, | 7.604 " |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|-------------|
| Length of railway line, | .075 miles. |
|-----------------------------------|-------------|

Names of the several cities and towns in which the railways operated by the company are located : Framingham and Southborough.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|---|----------------------------------|----------|
| | Railroad. | Railway. |
| Crossing of company's railway with railroads at grade (1 in number), viz.: | | |
| With New York, New Haven & Hartford Railroad, Worcester Street, Framingham, | 3 | 1 |

Number of above crossings at which *frogs* are inserted in the tracks, . . 1

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | - | - | - | - | - |
| Employees, | - | - | - | - | - | - |
| Other persons, | - | 1 | - | - | - | 1 |
| TOTALS, | - | 1 | - | - | - | 1 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

FRAMINGHAM, SOUTHBOROUGH & MARLBOROUGH STREET
RAILWAY COMPANY,
MARLBOROUGH, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

James F. Shaw, *President*, 8 Congress Street, Boston, Mass. George A. Butman, *Treasurer and Clerk of Corporation*, 8 Congress Street, Boston, Mass. Arthur C. Ralph, *Superintendent*, Marlborough, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

James F. Shaw, Brookline, Mass. George A. Butman, Malden, Mass. E. P. Shaw, Newburyport, Mass. E. P. Shaw, Jr., Brookline, Mass. William S. Reed, Leominster, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JAMES F. SHAW,
EDWARD P. SHAW,
GEO. A. BUTMAN,
EDWARD P. SHAW, JR.,
Directors.
GEO. A. BUTMAN,
Treasurer.
A. C. RALPH,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 11, 1901. Then personally appeared the above-named James F. Shaw, Edward P. Shaw, Geo. A. Butman and Edward P. Shaw, Jr., directors, Geo. A. Butman, treasurer, and A. C. Ralph, superintendent, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ARTHUR W. CLAPP,
Justice of the Peace.

REPORT

OF THE

FRAMINGHAM UNION STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

| GENERAL EXHIBIT FOR THE YEAR. | | |
|--|------------|-------------|
| Gross earnings from operation, | | \$36,595 86 |
| Operating expenses, | | 22,085 69 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | | \$14,510 17 |
| Charges upon income accrued during the year : | | |
| Interest on funded debt, | \$2,425 00 | |
| Interest and discount on unfunded debts and loans, | 3,089 24 | |
| Taxes, State and local, | \$568 76 | |
| Taxes, commutation, | 714 43 | |
| | 1,283 19 | |
| Other deductions from income: amusement, | 35 00 | |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | | 6,832 93 |
| NET DIVISIBLE INCOME, | | \$7,677 24 |
| Dividends declared (5 per cent), | | 1,500 00 |
| Surplus for the year ending September 30, 1901, | | \$6,177 24 |
| Amount of surplus September 30, 1900, | | 16,974 35 |
| Credits to profit and loss account during the year : | | |
| Amount allowed in settlement of sundry bills, | \$230 68 | |
| Received from trustees sinking fund for premium on \$3,000 first mortgage bonds, | 150 00 | |
| TOTAL CREDITS, | \$380 68 | |
| Debits to profit and loss account during the year : | | |
| Commissions on \$3,000 first mortgage bonds purchased and retired, | \$150 00 | |
| Amount charged off in settlement of bill, | 200 00 | |
| TOTAL DEBITS, | 350 00 | |
| NET AMOUNT CREDITED TO PROFIT AND LOSS, | | 30 68 |
| TOTAL SURPLUS SEPTEMBER 30, 1901, | | \$23,182 27 |

EARNINGS FROM OPERATION.

| | |
|--|--------------------|
| Receipts from passengers carried, | \$35,921 60 |
| Receipts from carriage of mails, | 262 26 |
| Receipts from rentals of buildings and other property, | 96 00 |
| Receipts from advertising in cars, | 316 00 |
| GROSS EARNINGS FROM OPERATION, | \$36,595 86 |

EXPENSES OF OPERATION.

| | |
|---|--------------------|
| General expenses: | |
| Salaries of general officers and clerks, | \$3,589 83 |
| General office expenses and supplies, | 1,102 42 |
| Insurance, | 312 00 |
| Other general expenses: printing, stationery, tickets, tele- phones, etc., | 797 72 |
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | 407 84 |
| Repair of electric line construction, | 501 07 |
| Removal of snow and ice, | 131 78 |
| Repair of buildings, | 39 03 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | 364 85 |
| Repair of electric equipment of cars, | 244 40 |
| Transportation expenses: | |
| Cost of electric motive power, | 4,893 79 |
| Wages and compensation of persons employed in conduct- ing transportation, | 9,068 22 |
| Damages for injuries to persons and property, | 564 07 |
| Other transportation expenses: oil, waste, etc., | 68 67 |
| TOTAL OPERATING EXPENSES, | \$22,085 69 |

PROPERTY ACCOUNTS.

| | |
|--|-------------------|
| Additions to railway: concreting crossings, | \$137 88 |
| Additions to equipment: | |
| Additional cars (2 in number), with double trucks, and electric equipment of same, \$7,732 88 | |
| Other additions to equipment: fenders, heat- ers, etc., | 176 81 |
| TOTAL ADDITIONS TO EQUIPMENT, | 7,909 69 |
| Additions to land and buildings: new buildings necessary for operation of railway, | 62 83 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$8,110 40 |

GENERAL BALANCE SHEET, SEPTEMBER 30, 1901.

ASSETS.

DR.

| | |
|---|---------------------|
| Cost of railway: | |
| Roadbed and tracks and electric line con- struction, including poles, wiring, feeder lines, etc., | \$113,488 78 |
| Engineering and other expenses incident to construction, | 446 59 |
| TOTAL COST OF RAILWAY OWNED, | \$113,935 37 |

| | | |
|---|-------------|--------------|
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles | | |
| and electric equipment of same, | \$33,029 02 | |
| Other items of equipment: fenders, heaters, registers, etc., | 429 83 | |
| TOTAL COST OF EQUIPMENT OWNED, | | \$33,458 85 |
| Cost of land and buildings: buildings necessary for operation of railway, including land, | | 8,831 02 |
| TOTAL PERMANENT INVESTMENTS, | | \$156,225 24 |
| Cash and current assets: | | |
| Cash, | \$251 66 | |
| Bills and accounts receivable, | 2,813 21 | |
| Sinking and other special funds, | 888 25 | |
| Other cash and current assets: | | |
| Prepaid insurance, | 173 75 | |
| Prepaid interest, | 297 36 | |
| TOTAL CASH AND CURRENT ASSETS, | | 4,424 23 |
| Miscellaneous assets: materials and supplies, | | 654 98 |
| TOTAL, | | \$161,304 45 |
| LIABILITIES. | | Cr. |
| Capital stock, | | \$30,000 00 |
| Funded debt, | | 47,000 00 |
| Current liabilities: | | |
| Loans and notes payable, | \$58,500 00 | |
| Audited vouchers and accounts, | 210 90 | |
| TOTAL CURRENT LIABILITIES, | | 58,710 90 |
| Accrued liabilities: | | |
| Interest accrued and not yet due, | \$808 60 | |
| Taxes accrued and not yet due, | 714 43 | |
| TOTAL ACCRUED LIABILITIES, | | 1,523 03 |
| Sinking funds, | | 888 25 |
| Profit and loss balance (surplus), | | 23,182 27 |
| TOTAL, | | \$161,304 45 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$60,000 00 | |
| Capital stock authorized by votes of company, | 60,000 00 | |
| Capital stock issued and outstanding, | | \$30,000 00 |
| Number of shares issued and outstanding, | 300 | |
| Number of stockholders, | 20 | |
| Number of stockholders in Massachusetts, | 20 | |
| Amount of stock held in Massachusetts, | \$30,000 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|----------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage gold bonds, . . . | Per Cent. 5 | July 1, 1909, . | \$47,000 00 | \$2,425 00 |

SINKING AND OTHER SPECIAL FUNDS.

| | |
|--|-----------------|
| Amount September 30, 1900, of sinking fund, | \$1,000 00 |
| Deductions during the year from sinking fund, | 111 75 |
| TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1901, | \$888 25 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|---------|
| Number of passengers paying revenue carried during the year, | 750,069 |
| Number carried per mile of main railway track operated, | 115,377 |
| Number of car miles run, | 152,893 |
| Average number of persons employed, | 14 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Not Equipped. | Total Passenger Cars. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|----------------------------------|------------------------------|---------------|-----------------------|------------------------|---------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | | | |
| Box passenger cars, | 6 | - | 6 | 6 | 6 | - |
| Open passenger cars, | 7 | 2 | 9 | 7 | - | - |
| TOTAL, | 13 | 2 | 15 | 13 | 6 | 19 |
| CARS — OTHER SERVICE. | | | | | | |
| Work cars, | - | 3 | - | - | - | - |
| Snow ploughs, | - | 2 | - | - | - | - |

MISCELLANEOUS EQUIPMENT.

| | |
|--|---|
| Carts and snow sleds, | 1 |
| Other highway vehicles: tower wagon, | 1 |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| RAILROAD OWNED, ETC. | Owned. | Trackage over Other Railways. | Total Owned, etc. |
|--|-----------------|-------------------------------|-------------------|
| Length of railway line, | Miles. 6.358 | Miles. .143 | Miles. 6.501 |
| Length of sidings, switches, etc., | .478 | - | .478 |
| TOTAL, COMPUTED AS SINGLE TRACK, | 6.836 | .143 | 6.979 |

Names of the several cities and towns in which the railways owned by the company are located: Framingham.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|---|-------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of company's railway with railroads at grade (2 in number), viz.: | | |
| With Boston & Albany Railroad, Elm Street, Saxonville, . . . | 1 | 1 |
| With Boston & Albany Railroad, Elm Street, Saxonville, . . . | 1 | 1 |
| TOTAL NUMBER OF TRACKS AT CROSSINGS, | 2 | 2 |

Number of above crossings at which *frogs* are inserted in the tracks, . . . 2

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|---------|--|----------|---------|----------|
| | Killed. | Injured | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | - | - | 2 | - | - |
| Employees, | - | - | - | - | - | - |
| Other persons, | - | - | - | - | - | 2 |
| TOTALS, | - | - | - | 2 | - | 2 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

FRAMINGHAM UNION STREET RAILWAY COMPANY,

MARLBOROUGH, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

James F. Shaw, *President*, 8 Congress Street, Boston, Mass. George A. Butman, *Treasurer and Clerk of Corporation*, 8 Congress Street, Boston, Mass. Arthur C. Ralph, *Superintendent*, Marlborough, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Franklin E. Gregory, Framingham, Mass. William M. Butler, Boston, Mass. James F. Shaw, Brookline, Mass. Edward P. Shaw, Newburyport, Mass. George A. Butman, Malden, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JAS. F. SHAW,
EDWARD P. SHAW,
GEO. A. BUTMAN,
Directors.
GEO. A. BUTMAN,
Treasurer.
A. C. RALPH,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 11, 1901. Then personally appeared the above-named James F. Shaw, Edward P. Shaw and George A. Butman, directors, Geo. A. Butman, treasurer, and A. C. Ralph, superintendent, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ARTHUR W. CLAPP,
Justice of the Peace.

REPORT

OF THE

GARDNER, WESTMINSTER & FITCHBURG STREET
RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|-------------|
| Gross earnings from operation, | \$54,136 99 |
| Operating expenses, | 43,878 69 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$10,258 30 |
| Charges upon income accrued during the year: | |
| Interest on funded debt, | \$7,500 00 |
| Interest and discount on unfunded debts and loans, | 3,071 06 |
| Taxes, State and local, | \$2,014 24 |
| Taxes, commutation, | 501 15 |
| | 2,515 39 |
| Other deductions from income: maintenance of pleasure grounds, | 1,366 73 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 14,453 18 |
| Deficit for the year ending September 30, 1901, | \$4,194 88 |
| Amount of surplus September 30, 1900, | 3,252 88 |
| TOTAL DEFICIT SEPTEMBER 30, 1901, | \$942 00 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$53,873 84 |
| Receipts from advertising in cars, | 263 15 |
| GROSS EARNINGS FROM OPERATION, | \$54,136 99 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks, | \$1,895 61 |
| General office expenses and supplies, | 895 37 |
| Legal expenses, | 390 26 |
| Insurance, | 1,323 30 |
| Other general expenses, | 318 94 |

| | |
|--|--------------------|
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | \$4,053 40 |
| Repair of electric line construction, | 37 86 |
| Removal of snow and ice, | 568 57 |
| Repair of buildings, | 73 71 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | 1,654 96 |
| Repair of electric equipment of cars, | 1,251 67 |
| Transportation expenses: | |
| Cost of electric motive power, | 10,354 86 |
| Wages and compensation of persons employed in conducting transportation, | 17,881 40 |
| Damages for injuries to persons and property, | 1,561 23 |
| Other transportation expenses, | 1,617 55 |
| TOTAL OPERATING EXPENSES, | \$43,878 69 |

PROPERTY ACCOUNTS.

| | |
|--|--------------------|
| Additions to railway: new electric line construction (feed wire), | \$492 80 |
| Additions to equipment: additional cars (2 in number), | 4,055 60 |
| Additions to land and buildings: new electric power stations, including machinery, etc., | 85 45 |
| Additions to other permanent property: | |
| Bolton Park improvements, | \$10,613 48 |
| Ice house, etc., | 575 42 |
| TOTAL ADDITIONS TO OTHER PERMANENT PROPERTY, | 11,188 90 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$15,822 75 |
| Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): generator sold, credited to electric power station, | 2,000 00 |
| NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, | \$13,822 75 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1901.

| ASSETS. | | Dr. |
|--|--------------|---------------------|
| Cost of railway: | | |
| Roadbed and tracks, | \$161,133 15 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 44,223 73 | |
| Interest accrued during construction of railway, | 1,267 74 | |
| Engineering and other expenses incident to construction, | 10,000 00 | |
| Other items of railway cost, | 13,700 00 | |
| Telephone line, | 3,000 00 | |
| TOTAL COST OF RAILWAY OWNED, | | \$233,324 62 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, | \$32,625 05 | |
| Electric equipment of same, | 27,204 96 | |
| TOTAL COST OF EQUIPMENT OWNED, | | 59,830 01 |

| | | |
|--|-------------|---------------------|
| Cost of land and buildings : | | |
| Land necessary for operation of railway, | \$3,902 93 | |
| Electric power stations, including equipment, | 60,528 56 | |
| Other buildings necessary for operation of railway, | 10,832 53 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | \$75,264 02 |
| Other permanent property: pleasure grounds and improvements, | | 22,662 94 |
| TOTAL PERMANENT INVESTMENTS, | | \$991,081 59 |
| Cash and current assets : | | |
| Cash, | \$3,783 14 | |
| Bills and accounts receivable, | 259 49 | |
| TOTAL CASH AND CURRENT ASSETS, | | 4,042 63 |
| Miscellaneous assets: materials and supplies, | | 5,672 42 |
| Profit and loss balance (deficit), | | 942 00 |
| TOTAL, | | \$401,738 64 |
| LIABILITIES. | | CR. |
| Capital stock, | | \$185,000 00 |
| Funded debt, | | 150,000 00 |
| Current liabilities : | | |
| Loans and notes payable, | \$64,425 00 | |
| Audited vouchers and accounts, | 1,137 72 | |
| Salaries and wages, | 188 14 | |
| TOTAL CURRENT LIABILITIES, | | 65,750 86 |
| Accrued liabilities: taxes accrued and not yet due, | | 987 78 |
| TOTAL, | | \$401,738 64 |

| | | |
|---|--------------|--------------|
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$185,000 00 | |
| Capital stock authorized by votes of company, | 185,000 00 | |
| Capital stock issued and outstanding, | | \$185,000 00 |
| Number of shares issued and outstanding, | 1,850 | |
| Number of stockholders, | 74 | |
| Number of stockholders in Massachusetts, | 72 | |
| Amount of stock held in Massachusetts, | \$183,400 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|---------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| | Per Cent. | | | |
| First mortgage bonds, | 5 | Feb. 1, 1920, . | \$150,000 00 | \$7,500 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|-----------|
| Number of passengers paying revenue carried during the year, | 1,064,260 |
| Number carried per mile of main railway track operated, | 67,874 |
| Number of car miles run, | 273,016 |
| Average number of persons employed, | 42 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|---|---------------------------------|---------------------------|------------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | |
| Box passenger cars, | 9 | 9 | 9 | 15 |
| Open passenger cars, | 12 | 12 | 12 | 24 |
| TOTAL, | 21 | 21 | 21 | 39 |
| CARS — OTHER SERVICE. | | | | |
| Box freight cars (coal), | 1 | - | - | - |
| Platform freight cars (construction), | 1 | - | - | - |
| TOTAL, | 2 | - | - | - |
| Snow ploughs, | 2 | - | - | - |

MISCELLANEOUS EQUIPMENT.

| | |
|--|---|
| Highway vehicles: tower wagon, | 1 |
|--|---|

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|---------------|
| Length of railway line, | 15.680 miles. |
| Length of sidings, switches, etc., | .370 " |
| Total, computed as single track, | 16.050 " |

Names of the several cities and towns in which the railways operated by the company are located: Gardner, Westminster and Fitchburg.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|--|----------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of company's railway with railroads at grade (5 in number), viz.: | | |
| With Worcester Division of Fitchburg Division, Boston & Maine Railroad, at Park Street, Gardner (1 main, 2 side), | 3 | 1 |
| With freight side track, North Main Street, Gardner, | 1 | 1 |
| With Worcester Division of Fitchburg Division, Boston & Maine Railroad, at North Main Street, Gardner (1 main, 2 side), | 3 | 1 |
| With Worcester Division of Fitchburg Division, Boston & Maine Railroad, at South Main Street, Gardner (known as Kendall's Crossing), | 1 | 1 |
| With Worcester Division of Fitchburg Division, Boston & Maine Railroad, at South Main Street, Gardner, | 1 | 1 |
| TOTAL NUMBER OF TRACKS AT CROSSINGS, | 9 | 5 |

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | 19 | - | 2 | - | 21 |
| Employees, | - | 1 | - | - | - | 1 |
| Other persons, | - | 1 | - | 1 | - | 2 |
| TOTALS, | - | 21 | - | 3 | - | 24 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

GARDNER, WESTMINSTER & FITCHBURG STREET RAILWAY
COMPANY,

GARDNER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Frederic S. Coolidge, *President*, Fitchburg, Mass. Edward F. Blodgett, *Vice-President*, Leominster, Mass. James A. Stiles, *Treasurer, Clerk of Corporation and General Counsel*, Gardner, Mass. Walter R. Dame, *Auditor*, Clinton, Mass. Frederick LeNoir, *Superintendent (resigned)*, Gardner, Mass. Harry J. Black, *Acting Superintendent*, Gardner, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Frederic S. Coolidge, Fitchburg, Mass. Edward F. Blodgett, Leominster, Mass. James A. Stiles, Gardner, Mass. Franklin E. Bolton, Westminster, Mass. George R. Damon, Leominster, Mass. William S. Reed, Leominster, Mass. Alexander S. Paton, Leominster, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

FREDERIC S. COOLIDGE,
 GEORGE R. DAMON,
 EDWARD F. BLODGETT,
 ALEXANDER S. PATON,
 F. E. BOLTON,
 JAMES A. STILES,
Directors.
 JAMES A. STILES,
Treasurer.
 HARRY J. BLACK,
Acting Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. Nov. 9, 1901. Then personally appeared the above-named Frederic S. Coolidge, George R. Damon, Edward F. Blodgett, Alexander S. Paton, F. E. Bolton, James A. Stiles and Harry J. Black, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WALTER R. DAME,
Justice of the Peace.

REPORT

OF THE

GEORGETOWN, ROWLEY & IPSWICH STREET RAILWAY
COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|-------------|
| Gross earnings from operation, | \$37,989 87 |
| Operating expenses, | 24,909 22 |
| NET EARNINGS FROM OPERATION, | \$13,080 65 |
| Miscellaneous income: reels, | 2 00 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$13,082 65 |
| Charges upon income accrued during the year: | |
| Interest on funded debt, | \$9,000 00 |
| Interest and discount on unfunded debts and loans, | 3,077 32 |
| Taxes, State and local, | 2,916 81 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 14,994 13 |
| Deficit for the year ending September 30, 1901, | \$1,911 48 |
| Amount of surplus September 30, 1900, | 8,453 07 |
| Debits to profit and loss account during the year: bills for previous year, | 240 19 |
| TOTAL SURPLUS SEPTEMBER 30, 1901, | \$6,301 40 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$37,762 94 |
| Receipts from carriage of mails, | 49 99 |
| Receipts from advertising in cars, | 176 94 |
| GROSS EARNINGS FROM OPERATION, | \$37,989 87 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks, | \$1,257 59 |
| General office expenses and supplies, | 679 93 |
| Insurance, | 870 26 |
| Other general expenses, | 3,148 56 |

| | |
|---|--------------------|
| Maintenance of roadway and buildings : | |
| Repair of roadbed and track, | \$902 82 |
| Repair of electric line construction, | 50 26 |
| Removal of snow and ice, | 694 11 |
| Repair of buildings, | 10 67 |
| Maintenance of equipment : | |
| Repair of cars and other vehicles, | 553 85 |
| Repair of electric equipment of cars, | 208 89 |
| Transportation expenses : | |
| Cost of electric motive power, \$9,931; less power sold, \$6,229.78; net, | 3,701 22 |
| Wages and compensation of persons employed in conduct- ing transportation, | 11,024 25 |
| Damages for injuries to persons and property, | 888 10 |
| Tolls for trackage over other railways, | 223 42 |
| Rentals of buildings and other property, | 548 44 |
| Other transportation expenses : oil, waste, etc., | 146 85 |
| TOTAL OPERATING EXPENSES, | \$24,909 22 |

PROPERTY ACCOUNTS.

| | |
|--|-------------------|
| Additions to railway : | |
| Extension of tracks, | \$81 15 |
| New electric line construction, | 25 52 |
| TOTAL ADDITIONS TO RAILWAY, | \$106 67 |
| Additions to equipment : | |
| Electric equipment of cars, | \$279 83 |
| Other additional rolling stock and vehicles, | 553 55 |
| TOTAL ADDITIONS TO EQUIPMENT, | 833 38 |
| Additions to land and buildings : new buildings necessary for operation of railway, | |
| | 74 46 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$1,014 51 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1901.

| ASSETS. | DR. |
|---|---------------------|
| Cost of railway : | |
| Roadbed and tracks, | \$193,427 27 |
| Electric line construction, including poles, wiring, feeder lines, etc., | 62,231 07 |
| Engineering and other expenses incident to construction, | 7,500 00 |
| TOTAL COST OF RAILWAY OWNED, | \$263,158 34 |
| Cost of equipment : | |
| Cars and other rolling stock and vehicles, | \$34,799 45 |
| Electric equipment of same, | 16,968 72 |
| Other items of equipment, | 9,360 31 |
| TOTAL COST OF EQUIPMENT OWNED, | 61,128 48 |

| | | |
|--|--------------|--------------|
| Cost of land and buildings: | | |
| Land necessary for operation of railway, . | \$1,450 00 | |
| Electric power stations, including equipment, . | 65,515 00 | |
| Other buildings necessary for operation of railway, | 16,474 46 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | \$83,439 46 |
| TOTAL PERMANENT INVESTMENTS, | | \$407,726 28 |
| Cash and current assets: | | |
| Cash, | \$6,789 65 | |
| Bills and accounts receivable, | 4,624 57 | |
| Due from Mercantile Trust Company, account fire loss, | 7,664 95 | |
| Other cash and current assets: | | |
| Prepaid insurance, | 725 16 | |
| Prepaid interest, | 559 07 | |
| TOTAL CASH AND CURRENT ASSETS, | | 20,363 40 |
| Miscellaneous assets: | | |
| Materials and supplies, fuel, | \$102 50 | |
| Other assets and property: tools, | 24 89 | |
| TOTAL MISCELLANEOUS ASSETS, | | 127 39 |
| TOTAL, | | \$428,217 07 |
| LIABILITIES. | | Cr. |
| Capital stock, | | \$180,000 00 |
| Funded debt, | | 180,000 00 |
| Current liabilities: | | |
| Loans and notes payable, | \$46,413 21 | |
| Audited vouchers and accounts, | 771 26 | |
| Salaries and wages, | 72 20 | |
| Miscellaneous current liabilities: liabilities, account fire fund, | | 8,895 18 |
| TOTAL CURRENT LIABILITIES, | | 56,151 85 |
| Accrued liabilities: | | |
| Interest accrued and not yet due, | \$3,000 00 | |
| Taxes accrued and not yet due, | 2,763 82 | |
| TOTAL ACCRUED LIABILITIES, | | 5,763 82 |
| Profit and loss balance (surplus), | | 6,301 40 |
| TOTAL, | | \$428,217 07 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$180,000 00 | |
| Capital stock authorized by votes of company, | 180,000 00 | |
| Capital stock issued and outstanding, | | \$180,000 00 |
| Number of shares issued and outstanding, | 1,800 | |
| Number of stockholders, | 25 | |
| Number of stockholders in Massachusetts, | 25 | |
| Amount of stock held in Massachusetts, | \$180,000 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|-------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage bonds, | Per Cent. 5 | June 1, 1920, . | \$180,000 00 | \$9,000 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|---------|
| Number of passengers paying revenue carried during the year, | 784,824 |
| Number carried per mile of main railway track operated, . | 42,359 |
| Number of car miles run, | 263,106 |
| Average number of persons employed, | 30 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|--------------------------------|------------------------------|------------------------|---------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | |
| Box passenger cars, | 8 | 8 | 8 | 16 |
| Open passenger cars, | 9 | 9 | - | 18 |
| TOTAL, | 17 | 17 | 8 | 34 |
| Snow ploughs, | 3 | - | - | - |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| RAILWAY OWNED, ETC. | Owned. | Trackage over Other Railways. | Total Owned, etc. |
|--|------------------|-------------------------------|-------------------|
| Length of railway line, | Miles. 17.923 | Miles. .605 | Miles. 18.528 |
| Length of sidings, switches, etc., | .260 | - | .260 |
| TOTAL, COMPUTED AS SINGLE TRACK, | 18.183 | .605 | 18.788 |

Names of the several cities and towns in which the railways operated by the company are located: Georgetown, Newbury, Rowley, Ipswich and Newburyport.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|---|----------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of company's railway with railroads at grade (1 in number), viz.: | | |
| With Boston & Maine Railroad, | 2 | 1 |

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BE- YOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | 1 | - | - | - | 1 |
| Employees, | - | - | - | - | - | - |
| Other persons, | - | - | - | 1 | - | 1 |
| TOTALS, | - | 1 | - | 1 | - | 2 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

GEORGETOWN, ROWLEY & IPSWICH STREET RAILWAY COMPANY,
NEWBURY (BYFIELD), MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles E. Barnes, *President*, 316 Exchange Building, Boston, Mass. S. P. Gardner, *Vice-President*, Haverhill, Mass. George F. Marshall, *Treasurer*, 316 Exchange Building, Boston, Mass. Edmund B. Fuller, *Clerk of Corporation*, Haverhill, Mass. Poor & Fuller, *General Counsel*, Haverhill, Mass. George W. Pratt, *Superintendent*, Byfield, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles E. Barnes, Malden, Mass. Edmund B. Fuller, Haverhill, Mass. Herbert B. Newton, Haverhill, Mass. Sylvester C. Frost, Arlington, Mass. Benj. Pearson, Jr., Newbury (Byfield), Mass. Sylvanus P. Gardner, Haverhill, Mass. John E. Gale, Haverhill, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

CHARLES E. BARNES,
EDMUND B. FULLER,
HERBERT B. NEWTON,
BENJAMIN PEARSON, JR.,
Directors.
GEO. F. MARSHALL,
Treasurer.
GEO. W. PRATT,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 30, 1901. Then personally appeared the above-named Charles E. Barnes, Edmund B. Fuller, Herbert B. Newton and Geo. F. Marshall, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

HERBERT F. FRENCH,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. Nov. 30, 1901. Then personally appeared the above-named George W. Pratt and Benjamin Pearson, Jr., and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WILLIAM H. LINDEL,
Justice of the Peace.

REPORT

OF THE

GLOBE STREET RAILWAY COMPANY

FOR THE PERIOD ENDING JANUARY 19, 1901.

[Consolidated with Brockton, January 19, 1901.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|---------------------|
| Gross earnings from operation, | \$158,538 20 |
| Operating expenses, | 100,317 26 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$58,220 94 |
| Charges upon income accrued during the year: | |
| Interest on funded debt, | \$33,402 78 |
| Interest and discount on unfunded debts and loans, | 3,685 72 |
| Taxes, State and local, | 3,672 80 |
| Other deductions from income: park expense, | 447 33 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 41,208 63 |
| NET DIVISIBLE INCOME, | \$17,012 31 |
| Dividends declared (3 per cent), | 27,450 00 |
| Deficit for the period ending January 19, 1901, | \$10,437 69 |
| Amount of surplus September 30, 1900, | 43,693 75 |
| Credits to profit and loss account during the year: | |
| Surplus of Taunton Street Railway Company, | \$30,831 40 |
| Adjustment of accounts, | 1,357 89 |
| TOTAL CREDITS, | \$32,189 29 |
| Debits to profit and loss account during the year: depreciation tools, | 2,396 41 |
| NET AMOUNT CREDITED TO PROFIT AND LOSS, | 29,792 88 |
| TOTAL SURPLUS JANUARY 19, 1901, | \$63,048 94 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$152,379 62 |
| Receipts from carriage of mails, | 62 50 |
| Receipts from tolls for use of tracks by other companies, | 5,086 11 |
| Receipts from rentals of buildings and other property, | 175 58 |
| Receipts from advertising in cars, | 834 39 |
| GROSS EARNINGS FROM OPERATION, | \$158,538 20 |

EXPENSES OF OPERATION.

General expenses:

| | |
|--|------------|
| Salaries of general officers and clerks, | \$3,509 50 |
| General office expenses and supplies, | 506 12 |
| Legal expenses, | 400 00 |
| Insurance, | 11,061 33 |
| Other general expenses: store-room expense, \$557.23; advertising, \$10.98; miscellaneous general expense, \$1,272.85; internal revenue tax, \$322.79, | 2,163 85 |

Maintenance of roadway and buildings:

| | |
|---|----------|
| Repair of roadbed and track, | 4,015 27 |
| Repair of electric line construction, | 3,033 83 |
| Removal of snow and ice, | 34 33 |
| Repair of buildings, | 492 13 |

Maintenance of equipment:

| | |
|--|----------|
| Repair of cars and other vehicles, | 5,635 68 |
| Repair of electric equipment of cars, | 3,885 36 |
| Renewal of horses, harnesses, shoeing, etc., | 79 71 |
| Provender and stabling for horses, | 355 47 |

Transportation expenses:

| | |
|---|-----------|
| Cost of electric motive power, \$17,331.89; less power sold, \$2,504.33; net, | 14,827 56 |
| Wages and compensation of persons employed in conducting transportation, | 39,711 87 |
| Damages for injuries to persons and property, | 6,770 58 |
| Tolls for trackage over other railways, | 100 77 |
| Rentals of buildings and other property, | 586 67 |
| Other transportation expenses: car supplies, \$347.46; miscellaneous car expense, \$1,977.18; cleaning, oiling and sanding track, \$822.59, | 3,147 23 |

| | |
|-------------------------------------|--------------|
| TOTAL OPERATING EXPENSES, | \$100,317 26 |
|-------------------------------------|--------------|

PROPERTY ACCOUNTS.

Additions to railway:

| | |
|--|------------|
| New engineering, | \$847 00 |
| Property Taunton Street Railway Company, | 961,673 47 |
| Engineering and other expenses transferred from land and building account, | 5,409 38 |

| | |
|---------------------------------------|--------------|
| TOTAL ADDITIONS TO RAILWAY, | \$967,929 85 |
|---------------------------------------|--------------|

Additions to equipment:

| | |
|--|-------------|
| Additional cars (6 in number), | \$13,261 61 |
| Electric equipment of same, | 3,755 58 |
| Other additions to equipment: | |
| Telephone lines, | 351 65 |
| Property Taunton Street Railway Company, | 178,633 14 |
| Office furniture transferred from land and building account, | 1,960 43 |

| | |
|---|------------|
| TOTAL ADDITIONS TO EQUIPMENT, | 197,962 41 |
|---|------------|

Additions to land and buildings:

| | |
|---|------------|
| Additional land necessary for operation of railway, | \$75 00 |
| Property Taunton Street Railway Company, | 266,357 41 |

| | |
|--|------------|
| TOTAL ADDITIONS TO LAND AND BUILDINGS, | 266,432 41 |
|--|------------|

| | |
|---|-----------|
| Additions to other permanent property: property Taunton Street Railway Company, | 60,710 49 |
|---|-----------|

| | |
|---|----------------|
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$1,493,035 16 |
|---|----------------|

| | | |
|--|------------|----------------|
| Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): | | |
| Depreciation tool account, | \$2,396 41 | |
| Barge sold, | 50 00 | |
| Land and buildings transferred to engineering and other expenses, | 5,409 38 | |
| Land and buildings transferred to office furniture in equipment account, | 1,960 43 | |
| TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, | | \$9,816 22 |
| NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, | | \$1,483,218 94 |

GENERAL BALANCE SHEET JANUARY 19, 1901.

| ASSETS. | Dr. | |
|---|----------------|----------------|
| Cost of railway: | | |
| Roadbed and tracks, | \$2,507,379 17 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 335,364 88 | |
| Interest accrued during construction of railway, | 847 00 | |
| Engineering and other expenses incident to construction, | 5,409 38 | |
| Other items of railway cost: bridge alterations, | 2,827 59 | |
| TOTAL COST OF RAILWAY OWNED, | | \$2,851,828 02 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, | \$591,754 72 | |
| Horses, | 648 41 | |
| Other items of equipment: office furniture, \$2,353.25; telephone line, \$1,145.86; machine shop equipment, \$2,141.60; sundry, \$8,154.86, | 13,795 57 | |
| TOTAL COST OF EQUIPMENT OWNED, | | 606,198 70 |
| Cost of land and buildings: | | |
| Land and buildings necessary for operation of railway, | \$111,392 24 | |
| Electric power stations, including equipment, | 399,408 40 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | 510,800 64 |
| Other permanent property: | | |
| Dighton Rock Park, | \$40,000 00 | |
| Sabbatia Park, | 60,710 49 | |
| TOTAL COST OF OTHER PERMANENT PROPERTY OWNED, | | 100,710 49 |
| TOTAL PERMANENT INVESTMENTS, | | \$4,069,537 85 |
| Cash and current assets: | | |
| Cash, | \$5,336 85 | |
| Bills and accounts receivable, | 13,132 68 | |
| Sinking and other special funds, | 15,000 00 | |
| Coupon deposits, | 1,000 00 | |
| Other cash and current assets: prepaid insurance, | 10,131 95 | |
| TOTAL CASH AND CURRENT ASSETS, | | 44,601 48 |
| Miscellaneous assets: materials and supplies, | | 32,602 19 |
| TOTAL, | | \$4,146,741 52 |

| LIABILITIES. | | Cr. | |
|---|-------------|-----|----------------|
| Capital stock, | | | \$1,440,000 00 |
| Funded debt, | | | 2,250,000 00 |
| Current liabilities : | | | |
| Loans and notes payable, | \$276,800 | 00 | |
| Audited vouchers and accounts, | 38,149 | 56 | |
| Salaries and wages, | 62 | 13 | |
| Matured interest coupons unpaid, | 1,000 | 00 | |
| Miscellaneous current liabilities : | | | |
| Tickets outstanding, | 4,522 | 00 | |
| Employees' deposits, | 62 | 00 | |
| TOTAL CURRENT LIABILITIES, | | | 320,595 69 |
| Accrued liabilities : | | | |
| Interest accrued and not yet due, | \$25,238 | 94 | |
| Taxes accrued and not yet due, | 691 | 33 | |
| TOTAL ACCRUED LIABILITIES, | | | 25,930 27 |
| Sinking and other special funds : | | | |
| Renewal fund, | \$37,166 | 62 | |
| Winter expense fund, | 10,000 | 00 | |
| TOTAL SINKING AND OTHER SPECIAL FUNDS, | | | 47,166 62 |
| Profit and loss balance (surplus), | | | 63,048 94 |
| TOTAL, | | | \$4,146,741 52 |
| CAPITAL STOCK. | | | |
| Capital stock authorized by law, | \$1,440,000 | 00 | |
| Capital stock authorized by votes of company, | 1,440,000 | 00 | |
| Capital stock issued and outstanding, | | | \$1,440,000 00 |
| Number of shares issued and outstanding, | 14,400 | | |
| Number of stockholders, | 18 | | |
| Number of stockholders in Massachusetts, | 18 | | |
| Amount of stock held in Massachusetts, | \$1,440,000 | 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|---|-------------------|-------------------|---------------------|--------------------------------|
| | Per Cent. | | | |
| First mortgage coupon (may be registered) twenty-year gold bonds, | 5 | April 1, 1912, | \$750,000 | \$11,458 34 |
| Twenty-year debenture coupon gold bonds, | 5 | July 1, 1912, | 550,000 | 8,402 79 |
| Sixteen-year debenture coupon gold bonds, | 5 | March 1, 1910, | 125,000 | 1,909 72 |
| First mortgage bonds Dighton, Somerset & Swansea Street Railway, | 5 | Dec. 1, 1915, | 125,000 | 1,909 72 |
| First mortgage bonds, | 5 | Jan. 1, 1914, | 350,000 | 4,861 08 |
| Debenture bonds Taunton Street Railway Company, | 5 | March 1, 1914, | 200,000 | 2,777 79 |
| First mortgage bonds Providence & Taunton Street Railway, | 5 | Sept. 1, 1918, | 150,000 | 2,083 34 |
| TOTALS, | | | \$2,250,000 00 | \$33,402 78 |

SINKING AND OTHER SPECIAL FUNDS.

| | |
|--|--------------------|
| Amount September 30, 1900, of renewal fund, | \$20,916 49 |
| Amount September 30, 1900, of sinking fund, | 14,250 00 |
| Amount September 30, 1900, of winter expense fund, | 5,000 00 |
| TOTAL, | \$40,166 49 |
| Additions during the year to sinking fund, | 750 00 |
| Additions during the year to renewal fund, | 16,250 13 |
| Additions during the year to winter expense fund, | 5,000 00 |
| TOTAL, INCLUDING ADDITIONS, | \$62,166 62 |
| Deductions during the year from sinking fund, | 15,000 00 |
| TOTAL SINKING AND OTHER SPECIAL FUNDS JANUARY | |
| . 19, 1901, | \$47,166 62 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|-----------|
| Number of passengers paying revenue carried during the year, | 3,258,678 |
| Number carried per mile of main railway track operated, | 45,209 |
| Number of car miles run, | 593,205 |
| Average number of persons employed, | 350 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Not Equipped. | Total Passen- ger Cars. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|----------------------------------|---------------------------------|---------------|----------------------------|---------------------------|------------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | | | |
| Box passenger cars, | 83 | 6 | 89 | 83 | 83 | - |
| Open passenger cars, | 99 | 11 | 110 | 99 | - | - |
| TOTAL, | 182 | 17 | 199 | 182 | 83 | 282 |
| CARS — OTHER SERVICE. | | | | | | |
| Platform freight cars, | - | 6 | - | 1 | - | - |
| Work cars, | 6 | - | - | 2 | - | - |
| Other cars, | 1 | - | - | 1 | - | - |
| TOTAL, | 7 | 6 | - | 4 | - | - |
| Snow ploughs, | 17 | 1 | - | - | - | - |

MISCELLANEOUS EQUIPMENT.

| | |
|---|----|
| Carts and snow sleds, | 7 |
| Other railway rolling stock: tower wagon, | 1 |
| Other highway vehicles: 1 express wagon, 5 carriages, 1 sleigh, | 7 |
| Horses, | 5 |
| Harnesses (double, 12; single, 6), | 18 |
| Other items of equipment: snow levelers, | 3 |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| RAILWAY OWNED, ETC. | Owued. | Trackage over Other Railways. | Total Owned, etc. |
|--|--------|-------------------------------------|-------------------------|
| | Miles. | Miles. | Miles. |
| Length of railway line, | 59.527 | .414 | 59.941 |
| Length of second main track, | 12.140 | - | 12.140 |
| TOTAL LENGTH OF MAIN TRACK, | 71.667 | .414 | 72.081 |
| Length of sidings, switches, etc., | 4.026 | - | 4.026 |
| TOTAL, COMPUTED AS SINGLE TRACK, | 75.693 | .414 | 76.107 |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|--------------|
| Length of railway line, | 3.239 miles. |
|-----------------------------------|--------------|

Names of the several cities and towns in which the railways operated by the company are located: Fall River, Taunton, Dighton, Somerset, Rehoboth and Seekonk.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|---|----------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of company's railway with railroads at grade (9 in number), viz.: | | |
| With New York, New Haven & Hartford Railroad: | | |
| In Dighton, Second Street, | 2 | 1 |
| In Somerset, Pleasant Street, | 2 | 1 |
| In Taunton, Weir Street (2), | 4 | 1 |
| In Taunton, Oak Street, | 4 | 1 |
| In Taunton, Warren Street, | 2 | 1 |
| In Taunton, Winthrop Street, | 2 | 1 |
| In Taunton, Whittenton Street, | 2 | 1 |
| TOTAL NUMBER OF TRACKS AT CROSSINGS, | 18 | 7 |

GENERAL REMARKS AND EXPLANATIONS.

Taunton Street Railway Company consolidated with the Globe Street Railway Company October 12, 1900.

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BE- YOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | - | - | - | - | - |
| Employees, | - | 1 | - | - | - | 1 |
| Other persons, | - | - | - | - | - | - |
| TOTALS, | - | 1 | - | - | - | 1 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

GLOBE STREET RAILWAY COMPANY,

FALL RIVER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Robert S. Goff, *President and Superintendent*, Fall River, Mass. Patrick F. Sullivan, *Vice-President*, Lowell, Mass. Herbert H. Read, *Treasurer and Clerk of Corporation*, Fall River, Mass. Marcus G. B. Swift, *General Counsel*, Fall River, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Robert S. Goff, Fall River, Mass. Patrick F. Sullivan, Lowell, Mass. Joseph H. Goodspeed, Boston, Mass. Frederick S. Hall, Taunton, Mass. Frank W. Brightman (deceased). Marcus G. B. Swift, Fall River, Mass. Herbert H. Read, Fall River, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

FREDERICK S. HALL,

ROBERT S. GOFF,

HERBERT H. READ,

J. H. GOODSPEED,

P. F. SULLIVAN,

Directors.

HERBERT H. READ,

Treasurer.

ROBERT S. GOFF,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. TAUNTON, Nov. 2, 1901. Then personally appeared the above-named Frederick S. Hall, Robert S. Goff and Herbert H. Read, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

HOWARD L. PHILLIPS,

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 5, 1901. Then personally appeared the above-named P. F. Sullivan and J. H. Goodspeed, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

D. DANA BARTLETT,

Notary Public.

REPORT

OF THE

GLOUCESTER & ROCKPORT STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

[Leased to and operated by the Boston & Northern.]

| GENERAL EXHIBIT FOR THE YEAR. | | |
|---|-------------|-------------|
| Rental received from lease of railway, | | \$1,800 00 |
| Dividends declared (6 per cent), | | \$1,800 00 |
| GENERAL BALANCE SHEET SEPTEMBER 30, 1901. | | |
| ASSETS. | | Dr. |
| Cost of railway: | | |
| Roadbed and tracks, | \$17,117 34 | |
| Electric line construction, including poles, wiring, feeder lines, etc, | 1,500 00 | |
| Engineering and other expenses incident to construction, | 382 66 | |
| TOTAL COST OF RAILWAY OWNED, | | \$19,000 00 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, | \$3,000 00 | |
| Electric equipment of same, | 2,000 00 | |
| TOTAL COST OF EQUIPMENT OWNED, | | 5,000 00 |
| Cost of land and buildings: | | |
| Land necessary for operation of railway, | \$10,000 00 | |
| Electric power stations, including equipment, | 6,000 00 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | 16,000 00 |
| TOTAL, | | \$40,000 00 |
| LIABILITIES. | | Cr. |
| Capital stock, | | \$30,000 00 |
| Current liabilities: loans and notes payable, | | 10,000 00 |
| TOTAL, | | \$40,000 00 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$30,000 00 | |
| Capital stock authorized by votes of company, | 30,000 00 | |
| Capital stock issued and outstanding, | | \$30,000 00 |
| Number of shares issued and outstanding, | 300 | |
| Number of stockholders, | 12 | |
| Number of stockholders in Massachusetts, | 12 | |
| Amount of stock held in Massachusetts, | \$30,000 00 | |

RAILWAY OWNED.

| | |
|--|--------------|
| Length of railway line, | 1.491 miles. |
| Length of sidings, switches, etc., | .083 " |
| Total, computed as single track, | 1.574 " |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|--------------|
| Length of railway line, | 1.025 miles. |
|-----------------------------------|--------------|

Names of the several cities and towns in which the railway owned by the company is located: Gloucester.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

GLOUCESTER & ROCKPORT STREET RAILWAY COMPANY,
333 UNION STREET, LYNN, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Elwin C. Foster, *President*, Boston, Mass. Patrick F. Sullivan, *Vice-President*, Boston, Mass. Charles Williams, *Treasurer*, Lynn, Mass. Edwin L. Stone, *Clerk of Corporation*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Elwin C. Foster, Lynn, Mass. Patrick F. Sullivan, Lowell, Mass. Charles Williams, Wakefield, Mass. Joseph H. Goodspeed, Boston, Mass. Edwin L. Stone, Lynn, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

ELWIN C. FOSTER,
CHARLES WILLIAMS,
JOSEPH H. GOODSPEED,
P. F. SULLIVAN,
EDWIN L. STONE,
Directors.
CHARLES WILLIAMS,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Oct. 16, 1901. Then personally appeared the above-named Elwin C. Foster, Charles Williams, Joseph H. Goodspeed, P. F. Sullivan and Edwin L. Stone, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

D. DANA BARTLETT,
Notary Public.

REPORT

OF THE

GREENFIELD & DEERFIELD STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

[Railway under construction.]

| GENERAL BALANCE SHEET SEPTEMBER 30, 1901. | | |
|--|--------------|-------------|
| ASSETS. | | Dr. |
| Cost of railway: | | |
| Roadbed and tracks, | \$3,052 46 | |
| Engineering and other expenses incident to construction, | 1,360 44 | |
| Other items of railway cost: general expense, | 371 93 | |
| TOTAL COST OF RAILWAY OWNED, | | \$4,784 83 |
| Cash and current assets: cash, | | 8,641 19 |
| TOTAL, | | \$13,426 02 |
| LIABILITIES. | | Cr. |
| Capital stock, | | \$12,500 00 |
| Current liabilities: audited vouchers and accounts, | | 926 02 |
| TOTAL, | | \$13,426 02 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$100,000 00 | |
| Capital stock authorized by votes of company, | 25,000 00 | |
| Amount paid in on 250 shares not yet issued, | | \$12,500 00 |
| Number of stockholders, | 8 | |
| Number of stockholders in Massachusetts, | 8 | |
| Amount of stock held in Massachusetts, | \$2,500 00 | |

Names of the several cities and towns in which the railway owned by the company is located: Deerfield.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

GREENFIELD & DEERFIELD STREET RAILWAY COMPANY,

GREENFIELD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Fred E. Pierce, *President*, Greenfield, Mass. D. P. Abercrombie, Jr., *Treasurer and Clerk of Corporation*, Greenfield, Mass. Dana Malone, *General Counsel*, Greenfield, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

M. A. Coolidge, Westborough, Mass. E. C. Crosby, Northampton, Mass. B. E. Cook, Northampton, Mass. Fred E. Pierce, Greenfield, Mass. C. W. Clapp, Greenfield, Mass. J. A. Taggart, Greenfield, Mass. D. P. Abercrombie, Jr., Greenfield, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

EDWARD C. CROSBY,
B. E. COOK,
J. A. TAGGART,
C. W. CLAPP,
D. P. ABERCROMBIE, JR.,
FREDERICK E. PIERCE,
MARCUS A. COOLIDGE,
Directors.
D. P. ABERCROMBIE, JR.,
Treasurer.
J. A. TAGGART,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

FRANKLIN, SS. DEC. 5, 1901. Then personally appeared the above-named J. A. Taggart, C. W. Clapp, D. P. Abercrombie, Jr., and Frederick E. Pierce, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, DANA MALONE,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

HAMPSHIRE, SS. DEC. 11, 1901. Then personally appeared the above-named Edward C. Crosby and B. E. Cook, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, RICHARD W. IRVIN,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. DEC. 13, 1901. Then personally appeared the above-named Marcus A. Coolidge, and made oath that the foregoing certificate subscribed by him is true, to the best of his knowledge and belief.

Before me, CLARENCE E. TUPPER,
Justice of the Peace.

REPORT

OF THE

GREENFIELD & TURNER'S FALLS STREET RAILWAY
COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|-------------|
| Gross earnings from operation, | \$44,864 95 |
| Operating expenses, | 27,204 61 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$17,660 34 |
| Charges upon income accrued during the year : | |
| Interest on funded debt, | \$4,600 00 |
| Interest and discount on unfunded debts and loans, | 1,093 46 |
| Taxes, State and local, | 2,388 03 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 8,081 49 |
| NET DIVISIBLE INCOME, | \$9,578 85 |
| Dividends declared (6 per cent), | 6,930 00 |
| Surplus for the year ending September 30, 1901, | \$2,648 85 |
| Amount of surplus September 30, 1900, | 16,576 06 |
| | \$19,224 91 |
| Credits to profit and loss account during the year : | |
| Sale of wire, | \$726 57 |
| Material, | 1,070 59 |
| TOTAL CREDITS, | \$1,797 16 |
| Debits to profit and loss account during the year : | |
| Material, | \$1,297 25 |
| Dana Malone, legal services, | 200 00 |
| Depreciation account, | 5,378 67 |
| Electric Mutual Casualty As- sociation, | 7,322 45 |
| TOTAL DEBITS, | 14,198 37 |
| NET AMOUNT DEBITED TO PROFIT AND LOSS, | 12,401 21 |
| TOTAL SURPLUS SEPTEMBER 30, 1901, | \$6,823 70 |

| EARNINGS FROM OPERATION. | |
|---|-------------|
| Receipts from passengers carried, | \$42,773 19 |
| Receipts from carriage of mails, | 423 25 |
| Receipts from carriage of express and parcels, | 1,363 35 |
| Receipts from rentals of buildings and other property, | 196 00 |
| Receipts from advertising in cars, | 109 16 |
| GROSS EARNINGS FROM OPERATION, | \$44,864 95 |
| EXPENSES OF OPERATION. | |
| General expenses : | |
| Salaries of general officers and clerks, | \$2,571 96 |
| General office expenses and supplies, | 160 41 |
| Insurance, | 2,155 45 |
| Other general expenses, | 384 32 |
| Maintenance of roadway and buildings : | |
| Repair of roadbed and track, | 3,132 46 |
| Repair of electric line construction, | 119 86 |
| Removal of snow and ice, | 386 95 |
| Repair of buildings, | 102 20 |
| Maintenance of equipment : | |
| Repair of cars and other vehicles, | 1,884 06 |
| Repair of electric equipment of cars, | 954 09 |
| Oil and waste, | 117 93 |
| Transportation expenses : | |
| Cost of electric motive power, | 4,227 19 |
| Wages and compensation of persons employed in conducting transportation, | 7,734 30 |
| Wages and compensation of persons employed in car barn, | 505 43 |
| Damages for injuries to persons and property, | 63 78 |
| Other transportation expenses, | 107 10 |
| Amusements, | 2,597 12 |
| TOTAL OPERATING EXPENSES, | \$27,204 61 |
| PROPERTY ACCOUNTS. | |
| Additions to railway : legal and engineering expenses, | \$159 60 |
| Additions to equipment : | |
| Additional rolling stock and vehicles, | \$100 00 |
| Other additions to equipment: fenders, | 196 00 |
| TOTAL ADDITIONS TO EQUIPMENT, | 296 00 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$455 60 |
| Deductions from property accounts (property sold or reduced in valuation and credited to property accounts) : | |
| Legal and engineering expense, | \$4,392 67 |
| Track and roadway construction, | 126 84 |
| Land and buildings, | 180 42 |
| Electric equipment, | 388 75 |
| Car bodies and trucks, | 134 81 |
| Sundry equipment, | 1,201 00 |
| TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, | 6,424 49 |
| NET DEDUCTIONS FROM PROPERTY ACCOUNTS FOR THE YEAR, | \$5,968 89 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1901.

| ASSETS. | | DR. |
|---|--------------|--------------|
| Cost of railway: | | |
| Roadbed and tracks, | \$146,000 00 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 23,000 00 | |
| TOTAL COST OF RAILWAY OWNED, | | \$169,000 00 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, | \$14,000 00 | |
| Electric equipment of same, | 15,000 00 | |
| Other items of equipment: sundries, | 1,649 00 | |
| TOTAL COST OF EQUIPMENT OWNED, | | 30,649 00 |
| Cost of land and buildings: | | |
| Land necessary for operation of railway, | \$11,000 00 | |
| Electric power stations, including equipment, | 15,000 00 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | 26,000 00 |
| TOTAL PERMANENT INVESTMENTS, | | \$225,649 00 |
| Cash and current assets: | | |
| Cash, | \$164 13 | |
| Bills and accounts receivable, | 540 65 | |
| TOTAL CASH AND CURRENT ASSETS, | | 704 78 |
| Miscellaneous assets: inventory, | | 2,944 90 |
| TOTAL, | | \$229,298 68 |
| LIABILITIES. | | CR. |
| Capital stock, | | |
| Funded debt, | | \$115,500 00 |
| Current liabilities: | | 90,000 00 |
| Loans and notes payable, | \$16,500 00 | |
| Audited vouchers and accounts, | 474 98 | |
| TOTAL CURRENT LIABILITIES, | | 16,974 98 |
| Profit and loss balance (surplus), | | 6,823 70 |
| TOTAL, | | \$229,298 68 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$130,000 00 | |
| Capital stock authorized by votes of company, | 130,000 00 | |
| Capital stock issued and outstanding, | | \$115,500 00 |
| Number of shares issued and outstanding, | 1,155 | |
| Number of stockholders, | 114 | |
| Number of stockholders in Massachusetts, | 107 | |
| Amount of stock held in Massachusetts, | \$112,500 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|---|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage 5 per cent gold bonds, interest payable June 1 and December 1, | Per Cent. 5 | June 1, 1916, | \$90,000 00 | \$4,600 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|---------|
| Number of passengers paying revenue carried during the year, | 898,794 |
| Number carried per mile of main railway track operated, | 61,376 |
| Number of car miles run (calling 12.4 miles a round trip on Greenfield Division and 13.8 on Turner's Falls Division), | 188,552 |
| Average number of persons employed, | 23 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Equipped with Electric Heaters. | Number of Motors. |
|--------------------------------|---------------------------------|------------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | |
| Box passenger cars, | 5 | 5 | 10 |
| Open passenger cars, | 8 | - | 14 |
| TOTAL, | 13 | 5 | 24 |
| CARS — OTHER SERVICE. | | | |
| Work cars, | 1 | - | - |
| Snow ploughs, | 1 | - | - |

MISCELLANEOUS EQUIPMENT.

| | |
|--|---|
| Carts and snow sleds: dump cart, | 1 |
| Other highway vehicles: tower wagon, | 1 |
| Horses, | 1 |
| Harnesses (single), | 1 |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|---------------|
| Length of railway line, | 14.644 miles. |
| Length of sidings, switches, etc., | .431 " |
| Total, computed as single track, | 15.075 " |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|--------------|
| Length of railway line, | 3 660 miles. |
|-----------------------------------|--------------|

Names of the several cities and towns in which the railways operated by the company are located: Greenfield and Montague.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|---|----------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of company's railway with railroads at grade (1 in number), viz.: | | |
| With Boston & Maine Railroad, Fitchburg Division, | 1 | 1 |
| Number of above crossings at which <i>frogs</i> are inserted in the tracks, . . | | 1 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

GREENFIELD & TURNER'S FALLS STREET RAILWAY COMPANY,
GREENFIELD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Frederick E. Pierce, *President*, Greenfield, Mass. Daniel P. Abercrombie, Jr., *Treasurer and Clerk of Corporation*, Greenfield, Mass. Dana Malone, *General Counsel*, Greenfield, Mass. D. C. G. Field, *Auditor*, Greenfield, Mass. John A. Taggart, *General Manager*, Greenfield, Mass. Chas. W. Clapp, *Engineer*, Greenfield, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Daniel P. Abercrombie, Sr., Turner's Falls, Mass. Isaac Chenery, Montague, Mass. Nahum S. Cutler, Greenfield, Mass. Albert T. Hall, Greenfield, Mass. Frederick E. Pierce, Greenfield, Mass. Joseph W. Stevens, Greenfield, Mass. John A. Taggart, Miller's Falls, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

FRED. E. PIERCE,
JOSEPH W. STEVENS,
ISAAC CHENERY,
D. P. ABERCROMBIE,
J. A. TAGGART,
ALBERT T. HALL,
N. S. CUTLER,

Directors.

DANIEL P. ABERCROMBIE, JR.,

Treasurer.

J. A. TAGGART,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

FRANKLIN, ss. OCT. 14, 1901. Then personally appeared the above-named Joseph W. Stevens, Isaac Chenery, D. P. Abercrombie, Jr., J. A. Taggart, Albert T. Hall, Daniel P. Abercrombie, Sr., N. S. Cutler and Fred. E. Pierce, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRANK J. LAWLER,

Justice of the Peace.

REPORT

OF THE

HAMPSHIRE & WORCESTER STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

[Commenced operation September 1, 1901.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|-------------|
| Gross earnings from operation, | \$1,637 50 |
| Operating expenses, | 839 45 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$798 05 |
| Charges upon income accrued during the year: taxes, State and local, | 242 70 |
| Surplus for the year ending September 30, 1901, | \$555 35 |
| TOTAL SURPLUS SEPTEMBER 30, 1901, | \$555 35 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$1,637 50 |
| GROSS EARNINGS FROM OPERATION, | \$1,637 50 |
| EXPENSES OF OPERATION. | |
| Transportation expenses: | |
| Cost of electric motive power, | \$517 50 |
| Wages and compensation of persons employed in conducting transportation, | 321 95 |
| TOTAL OPERATING EXPENSES, | \$839 45 |
| GENERAL BALANCE SHEET SEPTEMBER 30, 1901. | |
| ASSETS. | Dr. |
| Cost of railway: | |
| Roadbed and tracks, | \$70,040 03 |
| Electric line construction, including poles, wiring, feeder lines, etc., | 11,096 95 |
| Interest accrued during construction of railway, | 2,110 20 |
| Engineering and other expenses incident to construction, | 1,752 25 |
| TOTAL COST OF RAILWAY OWNED, | \$84,999 43 |

| | | |
|---|-------------|--------------|
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, | \$8,800 00 | |
| Electric equipment of same, | 7,160 00 | |
| Other items of equipment: tools and office furniture, | 900 00 | |
| TOTAL COST OF EQUIPMENT OWNED, | | \$16,860 00 |
| Cost of land and buildings: | | |
| Land necessary for operation of railway, | \$1,500 00 | |
| Electric power stations, including equipment, | 33,600 00 | |
| Other buildings necessary for operation of railway, | 3,000 00 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | 38,100 00 |
| TOTAL PERMANENT INVESTMENTS, | | \$139,959 43 |
| Cash and current assets: | | |
| Cash, | \$1,856 00 | |
| Bills and accounts receivable, | 275 00 | |
| TOTAL CASH AND CURRENT ASSETS, | | 2,131 00 |
| Miscellaneous assets: materials and supplies, | | 3,700 00 |
| TOTAL, | | \$145,790 43 |
| LIABILITIES. | | Cr. |
| Capital stock, | | \$75,000 00 |
| Current liabilities: | | |
| Loans and notes payable, | \$67,017 00 | |
| Audited vouchers and accounts, | 3,218 08 | |
| TOTAL CURRENT LIABILITIES, | | 70,235 08 |
| Profit and loss balance (surplus), | | 555 35 |
| TOTAL, | | \$145,790 43 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$75,000 00 | |
| Capital stock authorized by votes of company, | 75,000 00 | |
| Capital stock issued and outstanding, | | \$75,000 00 |
| Number of shares issued and outstanding, | 750 | |
| Number of stockholders, | 50 | |
| Number of stockholders in Massachusetts, | 50 | |
| Amount of stock held in Massachusetts, | \$75,000 00 | |

VOLUME OF TRAFFIC, ETC.

| | |
|--|--------|
| Number of passengers paying revenue carried during the year, | 32,705 |
| Number carried per mile of main railway track operated, | 6,182 |
| Number of car miles run, | 11,000 |
| Average number of persons employed, | 10 |
| Company commenced operation September 1, 1901. | |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Equipped with fenders. | Equipped with Electric Heaters. | Number of Motors. |
|-------------------------------|------------------------------|------------------------|---------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | |
| Box passenger cars, | 4 | 4 | 4 | 8 |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|--------------|
| Length of railway line, | 5.290 miles. |
| Length of sidings, switches, etc., | .100 " |
| Total, computed as single track, | 5.390 " |

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|--|-------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of company's railway with railroads at grade (1 in number), viz.: | | |
| With Boston & Maine Railroad (Central Massachusetts), siding to Otis Company mills, used for freight only, | 1 | 1 |

Number of above crossings at which *frogs* are inserted in the tracks, . . . 1

CORPORATE NAME AND ADDRESS OF THE COMPANY.

HAMPSHIRE & WORCESTER STREET RAILWAY COMPANY,

WARE, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John F. Ross, *President*, Box 1157, Boston, Mass. Henry N. Bates, *Treasurer*, 170 Summer Street, Boston, Mass. James F. Hill, *Clerk of Corporation*, Warren, Mass. Charles F. Jenney, *General Counsel*, 405 Sears Building, Boston, Mass. David E. Pepin, *Superintendent*, Ware, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John F. Ross, Box 1157, Boston, Mass. Henry N. Bates, 170 Summer Street, Boston, Mass. William O. Faxon, Stoughton, Mass. Arch R. Sampson, Hyde Park, Mass. James F. Hill, Warren, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JOHN F. ROSS,
HENRY N. BATES,
ARCH R. SAMPSON,
WILLIAM O. FAXON,
JAMES F. HILL,

Directors.

HENRY N. BATES,

Treasurer.

DAVID E. PEPIN,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 20, 1901. Then personally appeared the above-named John F. Ross, Henry N. Bates, Arch R. Sampson, William O. Faxon and James F. Hill, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHARLES F. JENNEY,

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

HAMPSHIRE, ss. Nov. 21, 1901. Then personally appeared the above-named David E. Pepin, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

HERBERT M. CONEY,

Justice of the Peace.

REPORT

OF THE

HAVERHILL & AMESBURY STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

| GENERAL EXHIBIT FOR THE YEAR. | | |
|--|-------------|--------------|
| Gross earnings from operation, | | \$116,395 76 |
| Operating expenses, | | 70,115 67 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | | \$46,280 09 |
| Charges upon income accrued during the year: | | |
| Interest on funded debt, | \$26,500 00 | |
| Interest and discount on unfunded debts and loans, | 7,901 51 | |
| Taxes, State and local, | \$971 13 | |
| Taxes, commutation, | 1,142 86 | |
| | 2,113 99 | |
| Other deductions from income: | | |
| Amusement, | \$2,592 44 | |
| Paid Travellers' Insurance Company for protection against accidents, | 6,285 77 | |
| | 8,878 21 | |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | | 45,393 71 |
| Surplus for the year ending September 30, 1901, | | \$886 38 |
| Amount of surplus September 30, 1900, | | 10,627 77 |
| | | \$11,514 15 |
| Credits to profit and loss account during the year: amount received for tickets sold previous to September 30, 1900, | \$230 00 | |
| Debits to profit and loss account during the year: | | |
| Reconstruction steam dummy line, | \$3,264 08 | |
| Moving and remodelling buildings, | 944 31 | |
| Settlement of old accounts, | 1,463 54 | |
| TOTAL DEBITS, | 5,671 93 | |
| NET AMOUNT DEBITED TO PROFIT AND LOSS, | | 5,441 93 |
| TOTAL SURPLUS SEPTEMBER 30, 1901, | | \$6,072 22 |

EARNINGS FROM OPERATION.

| | |
|---|--------------|
| Receipts from passengers carried, | \$114,890 30 |
| Receipts from carriage of mails, | 488 96 |
| Receipts from tolls for use of tracks by other companies, | 164 70 |
| Receipts from rentals of buildings and other property, | 1,051 80 |
| Receipts from advertising in cars, | 300 00 |

| | |
|--|--------------|
| GROSS EARNINGS FROM OPERATION, | \$116,395 76 |
|--|--------------|

EXPENSES OF OPERATION.

| | |
|---|-------------|
| General expenses: | |
| Salaries of general officers and clerks, | \$3,881 06 |
| General office expenses and supplies, | 262 77 |
| Insurance, | 1,284 00 |
| Other general expenses: telephones, tickets, printing, etc., | 3,242 56 |
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | 3,122 04 |
| Repair of electric line construction, | 869 20 |
| Removal of snow and ice, | 677 89 |
| Repair of buildings, | 344 31 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | 3,618 69 |
| Repair of electric equipment of cars, | 3,965 88 |
| Transportation expenses: | |
| Cost of electric motive power, \$22,456.04; less power sold, \$1,261.94; net, | 21,194 10 |
| Wages and compensation of persons employed in conducting transportation, | 26,521 55 |
| Damages for injuries to persons and property, | 85 60 |
| Tolls for trackage over other railways, | 349 05 |
| Other transportation expenses: | |
| Oil, waste, etc., | 688 18 |
| Transfers, | 8 79 |
| TOTAL OPERATING EXPENSES, | \$70,115 67 |

PROPERTY ACCOUNTS.

| | |
|--|-------------|
| Additions to railway: | |
| Extension of tracks (additional special track and paving in Amesbury Square; taking up 1½ miles of light rails and relaying with 60-pound rails and construction of new roadbed in separating grade crossings in Salisbury), | \$17,648 27 |
| New electric line construction, | 1,042 01 |
| Other additions to railway: engineering expenses, | 520 88 |
| TOTAL ADDITIONS TO RAILWAY, | \$19,211 16 |
| Additions to equipment: | |
| Additional cars (3 in number), with double trucks, | \$5,771 59 |
| Electric equipment of same, | 2,244 88 |
| Other additions to equipment: heaters, fenders and registers, | 1,014 13 |
| TOTAL ADDITIONS TO EQUIPMENT, | 9,030 60 |

| | | |
|---|----------|-------------|
| Additions to land and buildings: | | |
| Additional land necessary for operation of railway, | \$784 71 | |
| Additional equipment of power stations, | 71 00 | |
| New buildings necessary for operation of railway, | 994 88 | |
| TOTAL ADDITIONS TO LAND AND BUILDINGS, | | \$1,850 59 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | | \$30,092 35 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1901.

| ASSETS. | | DR. |
|---|--------------|--------------|
| Cost of railway: | | |
| Roadbed and tracks, | \$237,671 03 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 53,318 57 | |
| Interest accrued during construction of railway, | 9,506 88 | |
| Engineering and other expenses incident to construction, | 5,764 88 | |
| Other items of railway cost: Black Rocks & Salisbury Beach Street Railway property, | 308,526 81 | |
| TOTAL COST OF RAILWAY OWNED, | | \$614,788 17 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, | \$30,392 58 | |
| Electric equipment of same, | 73,254 70 | |
| Other items of equipment: snow ploughs, carts, fenders, scrapers, registers, etc., | 17,707 44 | |
| TOTAL COST OF EQUIPMENT OWNED, | | 121,354 72 |
| Cost of land and buildings: | | |
| Land necessary for operation of railway, | \$2,483 39 | |
| Electric power stations, including equipment, | 43,848 60 | |
| Other buildings necessary for operation of railway, | 11,137 74 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | 57,469 73 |
| TOTAL PERMANENT INVESTMENTS, | | \$793,612 62 |
| Cash and current assets: | | |
| Cash, | \$4,671 98 | |
| Bills and accounts receivable, | 2,977 35 | |
| Other cash and current assets: | | |
| Prepaid interest, | 1,967 68 | |
| Prepaid insurance, | 2,420 11 | |
| TOTAL CASH AND CURRENT ASSETS, | | 12,037 12 |
| Miscellaneous assets: materials and supplies, | | 7,860 76 |
| TOTAL, | | \$813,510 50 |

| LIABILITIES. | | | | CR. | |
|---|--|--|--------------|-----|--------------|
| Capital stock, | | | | | \$150,000 00 |
| Funded debt, | | | | | 490,000 00 |
| Current liabilities: | | | | | |
| Loans and notes payable, | | | \$151,275 70 | | |
| Audited vouchers and accounts, | | | 7,403 60 | | |
| TOTAL CURRENT LIABILITIES, | | | | | 158,679 30 |
| Accrued liabilities: | | | | | |
| Interest accrued and not yet due, | | | \$7,616 12 | | |
| Taxes accrued and not yet due, | | | 1,142 86 | | |
| TOTAL ACCRUED LIABILITIES, | | | | | 8,758 98 |
| Profit and loss balance (surplus), | | | | | 6,072 22 |
| TOTAL, | | | | | \$813,510 50 |
| CAPITAL STOCK. | | | | | |
| Capital stock authorized by law, | | | \$150,000 00 | | |
| Capital stock authorized by votes of company, | | | 150,000 00 | | |
| Capital stock issued and outstanding, | | | | | \$150,000 00 |
| Number of shares issued and outstanding, | | | 1,500 | | |
| Number of stockholders, | | | 19 | | |
| Number of stockholders in Massachusetts, | | | 16 | | |
| Amount of stock held in Massachusetts, | | | \$134,900 00 | | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|---|-------------------|-------------------|---------------------|--------------------------------|
| \$290,000 first mortgage gold bonds, | Per Cent. 5 | July 1, 1912, . | \$193,000 00 | \$9,650 00 |
| \$97,000 first mortgage gold bonds of the Black Rocks & Salisbury Beach Street Railway Co., for which \$97,000 of the Haverhill & Amesbury Street Railway Co. bonds are held in trust to retire or exchange for same, | 5 | Jan. 1, 1911, . | 97,000 00 | 4,850 00 |
| 15-year 6 per cent coupon notes, | 6 | Dec. 1, 1911, . | 200,000 00 | 12,000 00 |
| TOTALS, | | | \$490,000 00 | \$26,500 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|-----------|
| Number of passengers paying revenue carried during the year, | 2,264,628 |
| Number carried per mile of main railway track operated, | 81,877 |
| Number of car miles run, | 501,652 |
| Average number of persons employed, | 50 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Not Equipped. | Total Passenger Cars. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|----------------------------------|------------------------------|---------------|-----------------------|------------------------|---------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | | | |
| Box passenger cars, | 15 | 3 | 18 | 15 | 15 | - |
| Open passenger cars, | 25 | 10 | 35 | 25 | - | - |
| TOTAL, | 40 | 13 | 53 | 40 | 15 | 80 |
| CARS — OTHER SERVICE. | | | | | | |
| Work cars, | 1 | - | - | - | - | - |
| Snow ploughs, | 5 | 3 | - | - | - | - |

MISCELLANEOUS EQUIPMENT.

| | |
|---|---|
| Carts and snow sleds, | 7 |
| Other railway rolling stock: Baldwin locomotives, | 2 |
| Other highway vehicles: 1 concord buggy, 1 express wagon, | 2 |
| Horses, | 6 |
| Harnesses (double, 3; single, 2), | 5 |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| RAILWAY OWNED, ETC. | Owued. | Trackage over Other Railways. | Total Owued, etc. |
|--|--------|-------------------------------|-------------------|
| | Miles. | Miles. | Miles. |
| Length of railway line, | 26.606 | 1.053 | 27.659 |
| Length of sidings, switches, etc., | 1.653 | - | 1.653 |
| TOTAL, COMPUTED AS SINGLE TRACK, | 28.264 | 1.053 | 29.317 |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|--------------|
| Length of railway line, | 4.500 miles. |
|-----------------------------------|--------------|

Names of the several cities and towns in which the railways operated by the company are located: Haverhill, Merrimac, Amesbury, Salisbury and Newburyport.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|--|-------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of company's railway with railroads at grade (1 in number), viz.: With Boston & Maine Railroad, Rocky Hill, Amesbury, | 1 | 1 |

Number of above crossings at which *frogs* are inserted in the tracks, 1

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed | Injured. | Killed. | Injured. |
| Passengers, | - | 17 | 1 | 4 | 1 | 21 |
| Employees, | - | 3 | - | 2 | - | 5 |
| Other persons, | - | - | 1 | 1 | 1 | 1 |
| TOTALS, | - | 20 | 2 | 7 | 2 | 27 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

HAVERHILL & AMESBURY STREET RAILWAY COMPANY,
MERRIMAC, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Edward P. Shaw, *President*, 8 Congress Street, Boston, Mass. Chas. Goss, *Vice-President*, Amesbury, Mass. Geo. A. Butman, *Treasurer and Clerk of Corporation*, 8 Congress Street, Boston, Mass. Edward P. Shaw, Jr., *General Manager*, Boston, Mass. Leander E. Lynde, *Superintendent*, Merrimac, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Edward P. Shaw, Newburyport, Mass. Edward P. Shaw, Jr., Brookline, Mass. Jas. F. Shaw, Brookline, Mass. Geo. A. Butman, Malden, Mass. Chas. Goss, Amesbury, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

GEO. A. BUTMAN,
EDWARD P. SHAW,
JAMES P. SHAW,
Directors.
GEO. A. BUTMAN,
Treasurer.
LEANDER E. LYNDE,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Nov. 15, 1901. Then personally appeared the above-named Geo. A. Butman, Edward P. Shaw and Jas. F. Shaw, directors, and Geo. A. Butman, treasurer, Leander E. Lynde, superintendent, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ARTHUR W. CLAPP,
Justice of the Peace.

REPORT

OF THE

HAVERHILL & ANDOVER STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901. .

[Railway under construction.]

| GENERAL BALANCE SHEET SEPTEMBER 30, 1901. | | |
|---|-------------|-------------|
| ASSETS. | | Dr. |
| Cost of railway: engineering and other expenses incident to construction, | | \$22 04 |
| Cash and current assets: | | |
| Cash, | \$1,624 73 | |
| Other cash and current assets: notes receivable, | 10,000 00 | |
| TOTAL CASH AND CURRENT ASSETS, | | 11,624 73 |
| Miscellaneous assets: materials and supplies, | | 30,340 70 |
| TOTAL, | | \$41,987 47 |
| LIABILITIES. | | Cr. |
| Capital stock, | | \$40,000 00 |
| Current liabilities: audited vouchers and accounts, | | 1,860 94 |
| Miscellaneous accrued liabilities: interest on deposits, | | 126 53 |
| TOTAL, | | \$41,987 47 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$80,000 00 | |
| Capital stock authorized by votes of company, | 80,000 00 | |
| Amount paid in on 800 shares not yet issued, | | \$40,000 00 |
| Number of stockholders, | 12 | |
| Number of stockholders in Massachusetts, | 12 | |
| Amount of stock held in Massachusetts, | \$40,000 00 | |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

HAVERHILL & ANDOVER STREET RAILWAY COMPANY,

333 UNION STREET, LYNN, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles F. Woodward, *President*, Wakefield, Mass. Chas. Williams, *Treasurer*, Lynn, Mass. Edwin L. Stone, *Clerk of Corporation*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Chas. F. Woodward, Wakefield, Mass. Arthur Bliss, Andover, Mass. Barnett Rogers, Andover, Mass. Fred T. Ley, Springfield, Mass. Milton J. Warner, Bridgeport, Conn. Allan W. Paige, Bridgeport, Conn. Edwin L. Stone, Lynn, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

CHAS. F. WOODWARD,
ARTHUR BLISS,
BARNETT ROGERS,
EDWIN L. STONE,

Directors.

CHARLES WILLIAMS,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Nov. 6, 1901. Then personally appeared the above-named Chas. F. Woodward and Edwin L. Stone, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

D. DANA BARTLETT,

Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, SS. ANDOVER, Nov. 6, 1901. Then personally appeared the above-named Arthur Bliss and Barnett Rogers, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

W. A. FISHER,

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, SS. LYNN, Nov. 6, 1901. Then personally appeared the above-named Charles Williams, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

W. A. FISHER,

Justice of the Peace.

REPORT

OF THE

HAVERHILL, GEORGETOWN & DANVERS STREET
RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|-------------|
| Gross earnings from operation, | \$27,002 10 |
| Operating expenses, | 17,978 01 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$9,024 09 |
| Charges upon income accrued during the year: | |
| Interest on funded debt, | \$1,750 00 |
| Interest and discount on unfunded debts and loans, | 1,157 51 |
| Taxes, State and local, | 1,955 95 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 4,863 46 |
| NET DIVISIBLE INCOME, | \$4,160 63 |
| Dividends declared (6 per cent), | 3,600 00 |
| Surplus for the year ending September 30, 1901, | \$560 63 |
| Amount of surplus September 30, 1900, | 6,237 26 |
| Credits to profit and loss account during the year: Error, account fire of 1900, | 2,625 00 |
| TOTAL SURPLUS SEPTEMBER 30, 1901, | \$9,422 89 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$26,945 91 |
| Receipts from advertising in cars, | 56 19 |
| GROSS EARNINGS FROM OPERATION, | \$27,002 10 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks, | \$1,693 94 |
| General office expenses and supplies, | 490 23 |
| Insurance, | 129 46 |
| Other general expenses, | 1,052 95 |

| | |
|--|--------------------|
| Maintenance of roadway and buildings : | |
| Repair of roadbed and track, | \$547 32 |
| Repair of electric line construction, | 160 37 |
| Removal of snow and ice, | 146 37 |
| Maintenance of equipment : | |
| Repair of cars and other vehicles, | 260 09 |
| Repair of electric equipment of cars, | 35 74 |
| Transportation expenses : | |
| Cost of electric motive power, | 6,717 31 |
| Wages and compensation of persons employed in conducting transportation, | 5,819 41 |
| Damages for injuries to persons and property, | 139 00 |
| Tolls for trackage over other railways, | 451 81 |
| Rentals of buildings and other property, | 334 01 |
| TOTAL OPERATING EXPENSES, | \$17,978 01 |

PROPERTY ACCOUNTS.

| | |
|--|-------------------|
| Additions to railway : | |
| Extension of tracks (length, 250 feet), siding, | \$433 03 |
| New electric line construction (additional feed wire), | 786 95 |
| TOTAL ADDITIONS TO RAILWAY, | \$1,219 98 |
| Additions to equipment : | |
| Additional cars (trucks), | \$2,542 63 |
| Electric equipment of same, | 270 00 |
| Other additions to equipment : account ploughs, | 61 30 |
| TOTAL ADDITIONS TO EQUIPMENT, | 2,873 93 |
| Additions to land and buildings : new buildings necessary for operation of railway, | |
| | 2,700 00 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$6,793 91 |

GENERAL BALANCE SHEET, SEPTEMBER 30, 1901.

| ASSETS. | | DR. |
|--|-------------|---------------------|
| Cost of railway : | | |
| Roadbed and tracks, | \$64,580 96 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 18,660 66 | |
| Engineering and other expenses incident to construction, | 6,709 20 | |
| TOTAL COST OF RAILWAY OWNED, | | \$89,950 82 |
| Cost of equipment : | | |
| Cars and other rolling stock and vehicles, | \$12,315 86 | |
| Electric equipment of same, | 5,885 66 | |
| Other items of equipment, | 2,874 72 | |
| TOTAL COST OF EQUIPMENT OWNED, | | 21,076 24 |
| Cost of land and buildings : | | |
| Land necessary for operation of railway, | \$625 00 | |
| Buildings necessary for operation of railway, | 4,900 00 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | 5,525 00 |
| TOTAL PERMANENT INVESTMENTS, | | \$116,552 06 |

| | | |
|---|-------------|--------------|
| Cash and current assets : | | |
| Cash, | \$8,033 99 | |
| Bills and accounts receivable, | 786 88 | |
| Due from Am. L. & T. Co., account fire loss, | 13,327 76 | |
| Other cash and current assets : | | |
| Prepaid insurance, | 141 18 | |
| Prepaid interest, | 249 32 | |
| TOTAL CASH AND CURRENT ASSETS, | | \$22,539 13 |
| Miscellaneous assets: materials and supplies, | | 885 49 |
| TOTAL, | | \$139,976 68 |
| <hr/> | | |
| LIABILITIES. | | CR. |
| Capital stock, | | \$60,000 00 |
| Funded debt, | | 35,000 00 |
| Current liabilities : | | |
| Loans and notes payable, | \$28,327 76 | |
| Audited vouchers and accounts, | 469 87 | |
| Salaries and wages, | 35 80 | |
| Dividends not called for, | 1,800 00 | |
| TOTAL CURRENT LIABILITIES, | | 30,633 43 |
| Accrued liabilities : | | |
| Interest accrued and not yet due, | \$145 81 | |
| Taxes accrued and not yet due, | 1,548 22 | |
| TOTAL ACCRUED LIABILITIES, | | 1,694 03 |
| Sinking and other special funds: liabilities, account of fire | | |
| February 20, 1901, | | 3,226 33 |
| Profit and loss balance (surplus), | | 9,422 89 |
| TOTAL, | | \$139,976 68 |
| <hr/> | | |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$60,000 00 | |
| Capital stock authorized by votes of company, | 60,000 00 | |
| Capital stock issued and outstanding, | | \$60,000 00 |
| Number of shares issued and outstanding, | 600 | |
| Number of stockholders, | 16 | |
| Number of stockholders in Massachusetts, | 16 | |
| Amount of stock held in Massachusetts, | \$60,000 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|---------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage bonds, | Per Cent. 5 | March 1, 1919, | \$35,000 00 | \$1,750 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|---|---------|
| Number of passengers paying revenue carried during the year, | 406,465 |
| Number carried per mile of main railway track operated, | 63,930 |
| Number of car miles run, | 105,892 |
| Average number of persons employed, | 12 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|--------------------------------|---------------------------------|---------------------------|------------------------------------|-------------------|
| CARS—PASSENGER SERVICE. | | | | |
| Box passenger cars, | 3 | 3 | 3 | 6 |
| Open passenger cars, | 3 | 3 | - | 6 |
| TOTAL, | 6 | 6 | 3 | 12 |
| Snow ploughs, | 1 | - | - | 2 |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| RAILWAY OWNED, ETC. | Owned. | Trackage over Other Railways. | Total Owned, etc. |
|--|--------|-------------------------------------|----------------------|
| | Miles. | Miles. | Miles. |
| Length of railway line, | 5.871 | .487 | 6.358 |
| Length of sidings, switches, etc., | .149 | .029 | .178 |
| TOTAL, COMPUTED AS SINGLE TRACK, | 6.020 | .516 | 6.536 |

Names of the several cities and towns in which the railways operated by the company are located: Haverhill, Groveland and Georgetown.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|---|----------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of company's railway with railroads at grade (2 in number), viz.: | | |
| With Boston & Maine Railroad, Georgetown, | 2 | 1 |
| With Boston & Maine Railroad, Georgetown, | 3 | 1 |
| TOTAL NUMBER OF TRACKS AT CROSSINGS, | 5 | 2 |

Number of above crossings at which *frogs* are inserted in the tracks, 1

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | - | - | 3 | - | 3 |
| Employees, | - | - | - | 1 | - | 1 |
| Other persons, | - | - | 1 | 3 | 1 | 3 |
| TOTALS, | - | - | 1 | 7 | 1 | 7 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

HAVERHILL, GEORGETOWN & DANVERS STREET RAILWAY
COMPANY,

ROOM 316, EXCHANGE BUILDING, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles E. Barnes, *President*, 316 Exchange Building, Boston, Mass. S. P. Gardner, *Vice-President*, Haverhill, Mass. George F. Marshall, *Treasurer*, 316 Exchange Building, Boston, Mass. Edmund B. Fuller, *Clerk of Corporation*, Haverhill, Mass. Poor & Fuller, *General Counsel*, Haverhill, Mass. George W. Pratt, *Superintendent*, Byfield, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles E. Barnes, Malden, Mass. Edmund B. Fuller, Haverhill, Mass. William W. Burgess, Plymouth, Mass. Herbert B. Newton, Haverhill, Mass. Charles H. Poor, Haverhill, Mass. S. P. Gardner, Haverhill, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

CHARLES E. BARNES,
CHAS. H. POOR,
EDMUND B. FULLER,
HERBERT B. NEWTON,
Directors.
GEO. F. MARSHALL,
Treasurer.
GEO. W. PRATT,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 30, 1901. Then personally appeared the above-named Charles E. Barnes, Edmund B. Fuller, Herbert B. Newton and Geo. F. Marshall, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

HERBERT F. FRENCH,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. Nov. 30, 1901. Then personally appeared the above-named Charles H. Poor and George W. Pratt, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WILLIAM H. LINDEL,
Justice of the Peace.

REPORT

OF THE

HAVERHILL & SOUTHERN NEW HAMPSHIRE STREET
RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901

[Railway under construction.]

| GENERAL BALANCE SHEET SEPTEMBER 30, 1901. | | |
|--|-------------|-------------|
| ASSETS. | | Dr. |
| Cost of railway: | | |
| Electric line construction, including poles, wiring, feeder lines, etc., | \$70,209 07 | |
| Interest accrued during construction of railway, | 1,645 75 | |
| Engineering and other expenses incident to construction, | 108 08 | |
| TOTAL COST OF RAILWAY OWNED, | | \$71,962 90 |
| Cash and current assets: | | |
| Cash, | \$19 01 | |
| Bills and accounts receivable, | 50 00 | |
| TOTAL CASH AND CURRENT ASSETS, | | 69 01 |
| TOTAL, | | \$72,031 91 |
| LIABILITIES. | | Cr. |
| Capital stock, | | \$30,000 00 |
| Current liabilities: loans and notes payable, | | 42,031 91 |
| TOTAL, | | \$72,031 91 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$60,000 00 | |
| Capital stock authorized by votes of company, | 60,000 00 | |
| Amount paid in on 600 shares not yet issued, | | \$30,000 00 |
| Number of stockholders, | 17 | |
| Number of stockholders in Massachusetts, | 17 | |
| Amount of stock held in Massachusetts, | \$30,000 00 | |

RAILWAY OWNED.

| | |
|-----------------------------------|--------------|
| Length of railway line, | 6.000 miles. |
|-----------------------------------|--------------|

Names of the several cities and towns in which the railway owned by the company is located: Haverhill and Methuen.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

HAVERHILL & SOUTHERN NEW HAMPSHIRE STREET RAILWAY
COMPANY,

HAVERHILL, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Chas. Howard Poor, *President*, Haverhill, Mass. Charles E. Barnes, *Vice-President*, Malden, Mass. Lamont H. Chick, *Treasurer*, Haverhill, Mass. Edmund B. Fuller, *Clerk of Corporation*, Haverhill, Mass. Poor & Fuller, *General Counsel*, Haverhill, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Chas. Howard Poor, Haverhill, Mass. Lamont H. Chick, Haverhill, Mass. Edmund B. Fuller, Haverhill, Mass. Dexter B. Vickery, Haverhill, Mass. Philip N. Wadleigh, Haverhill, Mass. Charles E. Barnes, Malden, Mass. William P. Robinson, Ayer's Village, Haverhill, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

CHAS. HOWARD POOR,
LAMONT H. CHICK,
PHILIP N. WADLEIGH,
DEXTER B. VICKERY,
EDMUND B. FULLER,

Directors.

LAMONT H. CHICK,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. HAVERHILL, Nov. 11, 1901. Then personally appeared the above-named Chas. Howard Poor, Lamont H. Chick, Philip N. Wadleigh, Dexter B. Vickery and Edmund B. Fuller, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ESSEX S. ABBOTT,

Justice of the Peace.

REPORT

OF THE

HOLYOKE STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|--------------|
| Gross earnings from operation, | \$296,165 52 |
| Operating expenses, | 204,193 77 |
| NET EARNINGS FROM OPERATION, | \$91,971 75 |
| Miscellaneous income: from use of Mt. Tom pavilion, grounds, etc., | 7,500 00 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$99,471 75 |
| Charges upon income accrued during the year: | |
| Interest on funded debt, | \$16,750 00 |
| Interest and discount on unfunded debts and loans, | 1,809 64 |
| Taxes, State and local, | \$17,487 80 |
| Taxes, commutation, | 6,579 29 |
| | 24,067 09 |
| Rentals of leased railways: Mt. Tom Rail- road, | 6,000 00 |
| Other deductions from income: Mountain Park, | 2,436 91 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 51,063 64 |
| NET DIVISIBLE INCOME, | \$48,408 11 |
| Dividends declared: | |
| 4 per cent on \$500,000, | \$20,000 00 |
| 4 per cent on \$700,000, | 28,000 00 |
| TOTAL DIVIDENDS DECLARED, | 48,000 00 |
| Surplus for the year ending September 30, 1901, | \$408 11 |
| Amount of surplus September 30, 1900, | 73,578 90 |
| Credits to profit and loss account during the year: | |
| Received for extension, | \$2,000 00 |
| Received premium \$200,000 stock issued, | 100,000 00 |
| TOTAL CREDITS, | \$102,000 00 |

| | |
|--|--------------|
| Debits to profit and loss account during the year : | |
| Roadbed and tracks, | \$48,000 00 |
| Electric line construction, | 8,000 00 |
| Equipment, | 25,000 00 |
| Horse equipment, | 2,503 75 |
| Electric power station, | 16,496 25 |
| TOTAL DEBITS, | \$100,000 00 |
| NET AMOUNT CREDITED TO PROFIT AND LOSS, | \$2,000 00 |
| TOTAL SURPLUS SEPTEMBER 30, 1901, | \$75,987 01 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$292,413 83 |
| Receipts from tolls for use of tracks by other companies, | 583 52 |
| Receipts from rentals of buildings and other property, | 610 50 |
| Receipts from advertising in cars, | 926 81 |
| Receipts from interest on deposits, | 1,630 86 |
| GROSS EARNINGS FROM OPERATION, | \$296,165 52 |
| EXPENSES OF OPERATION. | |
| General expenses : | |
| Salaries of general officers and clerks, | \$8,320 00 |
| General office expenses and supplies, | 1,256 91 |
| Insurance, | 3,768 76 |
| Other general expenses: directors' fees, telephones, printing, bonds, revenue stamps, auditors and travelling expenses, | 1,662 39 |
| Maintenance of roadway and buildings : | |
| Repair of roadbed and track, | 19,989 23 |
| Repair of electric line construction, | 7,264 92 |
| Removal of snow and ice, | 3,264 03 |
| Repair of buildings, | 1,980 84 |
| Maintenance of equipment : | |
| Repair of cars and other vehicles, | 16,173 52 |
| Repair of electric equipment of cars, | 8,002 75 |
| Transportation expenses : | |
| Cost of electric motive power, | 31,854 16 |
| Wages and compensation of persons employed in conducting transportation, | 87,101 18 |
| Damages for injuries to persons and property, | 9,742 36 |
| Other transportation expenses: printing, \$531.63; fuel and water, \$899.45; oil and waste, \$132.87; advertising, \$1,125.48; merchandise, car service items, \$1,123.29, | 3,812 72 |
| TOTAL OPERATING EXPENSES, | \$204,193 77 |
| PROPERTY ACCOUNTS. | |
| Additions to railway : | |
| Extension of tracks (length, 11,924 feet), | \$43,942 69 |
| New electric line construction (length, 11,924 feet), | 2,516 04 |
| TOTAL ADDITIONS TO RAILWAY, | \$46,458 73 |

| | | |
|---|-------------|---------------|
| Additions to equipment: | | |
| Additional cars (14 in number), | \$39,072 00 | |
| Electric equipment of same, | 22,265 13 | |
| TOTAL ADDITIONS TO EQUIPMENT, | | \$61,337 13 . |
| Additions to land and buildings: | | |
| Additional equipment of power stations, . . | \$12,614 74 | |
| New buildings necessary for operation of railway, | 2,506 77 | |
| TOTAL ADDITIONS TO LAND AND BUILDINGS, | | 15,121 51 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | | \$122,917 37 |
| Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): | | |
| Roadbed and tracks, | \$48,000 00 | |
| Electric line construction, | 8,000 00 | |
| Equipment, | 25,000 00 | |
| Horse equipment, | 2,503 75 | |
| Electric power station, | 16,496 25 | |
| TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, | | 100,000 00 |
| NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, | | \$22,917 37 |

GENERAL BALANCE SHEET, SEPTEMBER 30, 1901.

| ASSETS. | | Dr. |
|--|--------------|----------------|
| Cost of railway: | | |
| Roadbed and tracks, | \$499,324 10 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 76,704 04 | |
| TOTAL COST OF RAILWAY OWNED, | | \$576,028 14 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles and electric equipment of same, . . . | \$252,003 60 | |
| Horses, | 1,000 00 | |
| TOTAL COST OF EQUIPMENT OWNED, | | 253,003 60 |
| Cost of land and buildings: | | |
| Land necessary for operation of railway, . . | \$32,510 00 | |
| Electric power stations, including equipment, | 166,882 00 | |
| Other buildings necessary for operation of railway, | 48,496 22 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | 247,888 22 |
| Other permanent property: | | |
| Grover Street tenement block, | \$5,000 00 | |
| Mountain Park property, | 29,000 00 | |
| TOTAL COST OF OTHER PERMANENT PROPERTY OWNED, | | 34,000 00 |
| TOTAL PERMANENT INVESTMENTS, | | \$1,110,919 96 |

| | | |
|---|--------------|----------------|
| Cash and current assets: | | |
| Cash, | \$38,608 41 | |
| Bills and accounts receivable, | 1,663 43 | |
| TOTAL CASH AND CURRENT ASSETS, | | \$40,271 84 |
| Miscellaneous assets: materials and supplies, | | 4,593 42 |
| TOTAL, | | \$1,155,785 22 |
| LIABILITIES. | | Cr. |
| Capital stock, | | \$700,000 00 |
| Funded debt, | | 335,000 00 |
| Current liabilities: | | |
| Loans and notes payable, | \$11,605 51 | |
| Audited vouchers and accounts, | 4,000 00 | |
| TOTAL CURRENT LIABILITIES, | | 15,605 51 |
| Accrued liabilities: | | |
| Taxes accrued and not yet due, | \$23,192 70 | |
| Rentals accrued and not yet due, | 6,000 00 | |
| TOTAL ACCRUED LIABILITIES, | | 29,192 70 |
| Profit and loss balance (surplus), | | 75,987 01 |
| TOTAL, | | \$1,155,785 22 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$700,000 00 | |
| Capital stock authorized by votes of company, | 700,000 00 | |
| Capital stock issued and outstanding, | | \$700,000 00 |
| Number of shares issued and outstanding, | 7,000 | |
| Number of stockholders, | 205 | |
| Number of stockholders in Massachusetts, | 182 | |
| Amount of stock held in Massachusetts, | \$641,400 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|---|-------------------|-------------------|---------------------|--------------------------------|
| | Per Cent. | | | |
| Two hundred bonds of one thousand dollars each, | 5 | April 1, 1915, | \$200,000 00 | \$10,000 00 |
| One hundred bonds of five hundred dollars each, | 5 | April 1, 1915, | 50,000 00 | 2,500 00 |
| One hundred and thirty-five bonds of five hundred dollars each, | 5 | Oct. 1, 1920, | 67,500 00 | 3,375 00 |
| One hundred and seventy-five bonds of one hundred dollars each, | 5 | Oct. 1, 1920, | 17,500 00 | 875 00 |
| TOTALS, | | | \$335,000 00 | \$16,750 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|-----------|
| Number of passengers paying revenue carried during the year, | 5,738,258 |
| Number carried per mile of main railway track operated, | 154,474 |
| Number of car miles run, | 1,491,000 |
| Average number of persons employed, | 240 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|--------------------------------|---------------------------------|---------------------------|------------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | |
| Box passenger cars, | 42 | 42 | 42 | - |
| Open passenger cars, | 65 | 63 | - | - |
| TOTAL, | 107 | 105 | 42 | 191 |
| CARS — OTHER SERVICE. | | | | |
| Work cars, | 4 | 4 | - | - |
| Other cars, | 3 | - | - | - |
| TOTAL, | 7 | 4 | - | - |
| Snow ploughs, | 7 | - | - | - |

MISCELLANEOUS EQUIPMENT.

| | |
|--|---|
| Carts and snow sleds, | 2 |
| Other railway rolling stock: 1 sweeper, 4 trail dump cars, . . | 5 |
| Other highway vehicles: 1 tower wagon, 2 wagons, 1 sleigh, . | 4 |
| Harnesses (double, 2; single, 2), | 4 |
| Other items of equipment: repair shop and tools. | |

RAILWAY OWNED, LEASED AND OPERATED (BY ELECTRIC POWER).

| RAILROAD OWNED, ETC. | Owned. | Held under Lease or Contract. | Total Owned, etc. |
|--|--------|-------------------------------------|-------------------------|
| | Miles. | Miles. | Miles. |
| Length of railway line, | 30.337 | .900 | 31.237 |
| Length of second main track, | 5.910 | - | 5.910 |
| TOTAL LENGTH OF MAIN TRACK, | 36.247 | .900 | 37.147 |
| Length of sidings, switches, etc., | 3.096 | .100 | 3.196 |
| TOTAL, COMPUTED AS SINGLE TRACK, | 39.343 | 1.000 | 40.343 |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | Owned. | Operated. |
|--|--------|-----------|
| | Miles. | Miles. |
| Length of railway line, | 4.277 | 5.177 |
| Length of second main track, | .865 | .865 |
| TOTAL LENGTH OF MAIN TRACK, | 5.142 | 6.042 |

Names of the several cities and towns in which the railways operated by the company are located: Holyoke, Chicopee, Northampton and South Hadley.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|---|-------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of company's railway with railroads at grade (4 in number), viz.: | | |
| With New York, New Haven & Hartford Railroad, Dwight and Front streets, | 2 | 2 |
| With Boston & Maine Railroad, Main Street, near Cross Street, | 1 | 2 |
| With Boston & Maine Railroad, Cabot Street, near third level canal, | 3 | 1 |
| With Boston & Maine Railroad, Cabot and Race streets, | 1 | 1 |
| TOTAL NUMBER OF TRACKS AT CROSSINGS, | 7 | 6 |

Number of above crossings at which *frogs* are inserted in the tracks, . All

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | 11 | - | 12 | - | 23 |
| Employees, | - | - | - | 1 | - | 1 |
| Other persons, | - | 3 | - | 6 | - | 9 |
| TOTALS, | - | 14 | - | 19 | - | 33 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

HOLYOKE STREET RAILWAY COMPANY,

HOLYOKE, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

William S. Loomis, *President and General Manager*, Holyoke, Mass. William R. Hill, *Treasurer and Clerk of Corporation*, Holyoke, Mass. George H. Hunter, *Superintendent*, Holyoke, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

William S. Loomis, Holyoke, Mass. John G. Mackintosh, Holyoke, Mass. Jeremiah F. Sullivan, Holyoke, Mass. John Olmsted, Springfield, Mass. Frederick Harris, Springfield, Mass. Newrie D. Winter, Springfield, Mass. William R. Hill, South Hadley Falls, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

WILLIAM S. LOOMIS,
WILLIAM R. HILL,
J. G. MACKINTOSH,
NEWRIE D. WINTER,
FREDERICK HARRIS,
Directors.
WILLIAM R. HILL,
Treasurer.
GEORGE H. HUNTER,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, SS. OCT. 22, 1901. Then personally appeared the above-named William S. Loomis, J. G. Mackintosh, Newrie D. Winter, Frederick Harris and George H. Hunter, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WILLIAM R. HILL,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, SS. OCT. 22, 1901. Then personally appeared the within-named William R. Hill, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

REUBEN C. WINCHESTER,
Notary Public.

REPORT

OF THE

HOOSAC VALLEY STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|-------------|
| Gross earnings from operation, | \$96,933 10 |
| Operating expenses, | 72,639 56 |
| NET EARNINGS FROM OPERATION, | \$24,293 54 |
| Miscellaneous income: | |
| Park receipts, | \$3,715 60 |
| Old material sold, | 164 28 |
| TOTAL MISCELLANEOUS INCOME, | 3,879 88 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$28,173 42 |
| Charges upon income accrued during the year: | |
| Interest on funded debt, | \$5,000 00 |
| Interest and discount on unfunded debts and loans, | 2,594 22 |
| Taxes, State and local, | \$2,158 89 |
| Taxes, commutation, | 2,098 01 |
| | 4,256 90 |
| Other deductions from income: park expenses, | 6,839 90 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 18,691 02 |
| NET DIVISIBLE INCOME, | \$9,482 40 |
| Dividends declared (6 per cent), | 6,000 00 |
| Surplus for the year ending September 30, 1901, | \$3,482 40 |
| Amount of surplus September 30, 1900, | 25,412 50 |
| TOTAL SURPLUS SEPTEMBER 30, 1901, | \$28,894 90 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$95,312 15 |
| Receipts from carriage of express and parcels, | 157 60 |
| Receipts from advertising in cars, | 173 50 |
| Other earnings from operation: | |
| Special cars, | 536 00 |
| Tickets sold, | 753 85 |
| GROSS EARNINGS FROM OPERATION, | \$96,933 10 |

| EXPENSES OF OPERATION. | |
|--|--------------------|
| General expenses : | |
| Salaries of general officers and clerks, | \$3,315 00 |
| General office expenses and supplies, | 1,725 00 |
| Legal expenses, | 110 00 |
| Insurance, | 5,999 45 |
| Maintenance of roadway and buildings : | |
| Repair of roadbed and track, | 7,508 70 |
| Repair of electric line construction, | 584 66 |
| Removal of snow and ice, | 1,269 96 |
| Repair of buildings, | 3,035 53 |
| Maintenance of equipment : | |
| Repair of cars and other vehicles, | 4,526 25 |
| Repair of electric equipment of cars, | 2,829 83 |
| Transportation expenses : | |
| Cost of electric motive power, | 20,336 89 |
| Wages and compensation of persons employed in conducting transportation, | 19,503 63 |
| Damages for injuries to persons and property, | 309 98 |
| Other transportation expenses : oil, waste and supplies, | 1,584 68 |
| TOTAL OPERATING EXPENSES, | \$72,639 56 |

| PROPERTY ACCOUNTS. | |
|---|--------------------|
| Additions to railway : | |
| Extension of tracks (under construction), | \$32,753 56 |
| New electric line construction, | 774 95 |
| TOTAL ADDITIONS TO RAILWAY, | \$33,528 51 |
| Additions to equipment : | |
| Additional snow ploughs (1 in number), | \$1,115 79 |
| Electric equipment of same, | 175 00 |
| Other additions to equipment : tools and appliances, | 580 17 |
| TOTAL ADDITIONS TO EQUIPMENT, | 1,870 96 |
| Additions to land and buildings : | |
| Additional land necessary for operation of railway, | \$148 06 |
| New electric power stations, including machinery, etc., | 4,765 92 |
| Other new buildings necessary for operation of railway, | 431 88 |
| TOTAL ADDITIONS TO LAND AND BUILDINGS, | 5,345 86 |
| Additions to other permanent property : park, | 139 40 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$40,884 73 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1901.

| ASSETS. | | DR. |
|--|--------------|---------------------|
| Cost of railway : | | |
| Roadbed and tracks, | \$196,592 65 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 16,599 05 | |
| TOTAL COST OF RAILWAY OWNED, | | \$213,191 70 |

| | | |
|---|--------------|--------------|
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, | \$17,682 57 | |
| Electric equipment of same, | 15,686 98 | |
| Other items of equipment, | 5,857 87 | |
| | | |
| TOTAL COST OF EQUIPMENT OWNED, | | \$39,227 42 |
| Cost of land and buildings: | | |
| Land necessary for operation of railway, | \$7,251 18 | |
| Electric power stations, including equipment, | 24,870 13 | |
| Other buildings necessary for operation of railway, | 7,964 07 | |
| | | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | \$40,085 38 |
| Other permanent property: park, | | 5,027 27 |
| | | |
| TOTAL PERMANENT INVESTMENTS, | | \$297,531 77 |
| Cash and current assets: | | |
| Cash, | \$8,954 18 | |
| Bills and accounts receivable, | 2,100 00 | |
| | | |
| TOTAL CASH AND CURRENT ASSETS, | | 11,054 18 |
| | | |
| TOTAL, | | \$308,585 95 |
| LIABILITIES. | | CR. |
| Capital stock, | | \$100,000 00 |
| Funded debt, | | 100,000 00 |
| Current liabilities: loans and notes payable, | | 79,691 05 |
| Profit and loss balance (surplus), | | 28,894 90 |
| | | |
| TOTAL, | | \$308,585 95 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$100,000 00 | |
| Capital stock authorized by votes of company, | 100,000 00 | |
| Capital stock issued and outstanding, | | \$100,000 00 |
| Number of shares issued and outstanding, | 1,000 | |
| Number of stockholders, | 10 | |
| Number of stockholders in Massachusetts, | 10 | |
| Amount of stock held in Massachusetts, | \$100,000 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|---------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| | Per Cent. | | | |
| First mortgage bonds, | 5 | July 1, 1917, . | \$100,000 00 | \$5,000 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|-----------|
| Number of passengers paying revenue carried during the year, | 1,928,185 |
| Number carried per mile of main railway track operated, | 148,003 |
| Number of car miles run, | 512,852 |
| Average number of persons employed, | 60 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|--------------------------------|------------------------------|------------------------|---------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | |
| Box passenger cars, | 11 | 11 | 11 | 11 |
| Open passenger cars, | 13 | 13 | - | 8 |
| TOTAL, | 24 | 24 | 11 | 19 |
| Snow ploughs, | 2 | - | - | 2 |

MISCELLANEOUS EQUIPMENT.

| | |
|------------------------------------|---|
| Highway vehicles: wagon, | 1 |
| Horses, | 1 |
| Harnesses (single), | 1 |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|---------------|
| Length of railway line, | 13.028 miles. |
| Length of sidings, switches, etc., | .277 " |
| Total, computed as single track, | 13.305 " |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|--------------|
| Length of railway line, | 1.835 miles. |
|-----------------------------------|--------------|

Names of the several cities and towns in which the railways operated by the company are located: Adams, North Adams and Williamstown.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|---|-------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of company's railway with railroads at grade (3 in number), viz.: | | |
| With Boston & Maine Railroad, State Street, North Adams, . . . | 2 | 1 |
| With Boston & Maine Railroad, Braytonville, North Adams, . . . | 2 | 1 |
| With Boston & Maine Railroad, Williamstown, | 2 | 1 |
| TOTAL NUMBER OF TRACKS AT CROSSINGS, | 6 | 3 |

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | - | - | 4 | - | 4 |
| Employees, | - | - | - | 1 | - | 1 |
| Other persons, | - | - | 1 | 2 | 1 | 2 |
| TOTALS, | - | - | 1 | 7 | 1 | 7 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

HOOSAC VALLEY STREET RAILWAY COMPANY,
CORNER STATE AND MAIN STREETS, NORTH ADAMS, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

C. Q. Richmond, *President and Treasurer*, North Adams, Mass. William W. Richmond, *Vice-President*, North Adams, Mass. S. Proctor Thayer, *Clerk of Corporation*, North Adams, Mass. William T. Nary, *Superintendent*, North Adams, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Clinton Q. Richmond, North Adams, Mass. Wm. W. Richmond, North Adams, Mass. M. T. Reynolds, North Adams, Mass. Oscar A. Archer, North Adams, Mass. S. Proctor Thayer, North Adams, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

C. Q. RICHMOND.
W. W. RICHMOND,
S. PROCTOR THAYER,
Directors.
C. Q. RICHMOND,
Treasurer.
WILLIAM T. NARY,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

BERKSHIRE SS. DEC. 12, 1901. Then personally appeared the above-named C. Q. Richmond, W. W. Richmond, S. Proctor Thayer and William T. Nary, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WILLIAM H. WOODHEAD,
Justice of the Peace.

REPORT

OF THE

INTERSTATE CONSOLIDATED STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|--------------|
| Gross earnings from operation, | \$174,239 21 |
| Operating expenses, | 119,275 71 |
| NET EARNINGS FROM OPERATION, | \$54,963 50 |
| Miscellaneous income: old material sold, | 462 59 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$55,426 09 |
| Charges upon income accrued during the year: | |
| Interest on funded debt, \$6,000 00 | |
| Interest and discount on unfunded debts and loans, 7,800 00 | |
| Taxes, State and local, 10,183 78 | |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 23,983 78 |
| Surplus for the year ending September 30, 1901, | \$31,442 31 |
| Amount of surplus September 30, 1900, | 35,231 00 |
| TOTAL SURPLUS SEPTEMBER 30, 1901, | \$66,673 31 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$173,084 40 |
| Receipts from carriage of mails, | 492 77 |
| Receipts from rentals of buildings and other property, | 162 00 |
| Receipts from advertising in cars, | 500 04 |
| GROSS EARNINGS FROM OPERATION, | \$174,239 21 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks, | \$11,750 00 |
| General office expenses and supplies, | 382 94 |
| Legal expenses, | 610 24 |
| Insurance, | 1,461 36 |
| Other general expenses, | 1,151 12 |

| | |
|--|---------------------|
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | \$8,981 67 |
| Repair of electric line construction, | 4,206 59 |
| Removal of snow and ice, | 168 09 |
| Repair of buildings, | 878 15 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | 6,781 51 |
| Repair of electric equipment of cars, | 4,125 08 |
| Transportation expenses: | |
| Cost of electric motive power, | 35,603 20 |
| Wages and compensation of persons employed in conducting transportation, | 38,772 03 |
| Damages for injuries to persons and property, | 2,285 58 |
| Rentals of buildings and other property, | 660 00 |
| Other transportation expenses, | 489 28 |
| Car house expenses, | 968 87 |
| TOTAL OPERATING EXPENSES, | \$119,275 71 |

PROPERTY ACCOUNTS.

| | |
|---|--------------------|
| Additions to railway: | |
| Extension of tracks (length, 3,817 feet), | \$10,597 84 |
| New electric line construction (length, 3,817 feet), | 2,670 06 |
| Other additions to railway: new feed wire, | 21,182 48 |
| TOTAL ADDITIONS TO RAILWAY, | \$34,450 38 |
| Additions to equipment: | |
| Additional cars (1 in number), second hand, | \$161 40 |
| Electric equipment (12 motors), | 6,494 89 |
| Other additions to equipment: 6 sets fenders and 16 sets attachments, | 560 00 |
| TOTAL ADDITIONS TO EQUIPMENT, | 7,216 29 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$41,666 67 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1901.

| ASSETS. | | Dr. |
|--|--------------|---------------------|
| Cost of railway: | | |
| Roadbed and tracks, | \$411,161 17 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 146,340 93 | |
| Interest accrued during construction of railway, | 2,500 00 | |
| TOTAL COST OF RAILWAY OWNED, | | \$560,002 10 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, | \$81,728 10 | |
| Electric equipment of same, | 80,250 22 | |
| Horses, | 160 00 | |
| Other items of equipment, | 565 36 | |
| TOTAL COST OF EQUIPMENT OWNED, | | 162,703 68 |

| | | |
|---|--------------|--------------|
| Cost of land and buildings: | | |
| Land necessary for operation of railway, . . . | \$4,085 16 | |
| Buildings necessary for operation of railway, | 32,464 21 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, . . . | | \$36,549 37 |
| TOTAL PERMANENT INVESTMENTS, | | \$759,255 15 |
| Cash and current assets: | | |
| Cash, | \$18,705 06 | |
| Sinking and other special funds, | 2,113 84 | |
| Other cash and current assets: accounts receivable, | 210 75 | |
| TOTAL CASH AND CURRENT ASSETS, | | 21,029 65 |
| TOTAL, | | \$780,284 80 |
| LIABILITIES. | | CR. |
| Capital stock, | | \$380,000 00 |
| Funded debt, | | 150,000 00 |
| Current liabilities: | | |
| Loans and notes payable, | \$160,000 00 | |
| Audited vouchers and accounts, | 18,734 41 | |
| Salaries and wages, | 1,593 58 | |
| TOTAL CURRENT LIABILITIES, | | 180,327 99 |
| Accrued liabilities: taxes accrued and not yet due, . . . | | 3,283 50 |
| Profit and loss balance (surplus), | | 66,673 31 |
| TOTAL, | | \$780,284 80 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$380,000 00 | |
| Capital stock authorized by votes of company, | 380,000 00 | |
| Capital stock issued and outstanding, | | \$380,000 00 |
| Number of shares issued and outstanding, | 3,800 | |
| Number of stockholders, | 6 | |
| Number of stockholders in Massachusetts, | 2 | |
| Amount of stock held in Massachusetts, | \$4,000 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|--|-------------------|-------------------|---------------------|--------------------------------|
| Four per cent coupon notes, issued April 28, 1897, | Per Cent. 4 | April 28, 1907, | \$150,000 00 | \$6,000 00 |

SINKING AND OTHER SPECIAL FUNDS.

| | |
|---|--------------------|
| Amount September 30, 1900, of accident insurance fund, | \$456 31 |
| Amount September 30, 1900, of interest fund (debit balance), | 1,844 34 |
| TOTAL, SEPTEMBER 30, 1900, | \$1,388 03 |
| Additions during the year to accident insurance fund, \$2,000 00 | |
| Additions during the year to interest fund, 13,842 78 | |
| | 15,842 78 |
| TOTAL, INCLUDING ADDITIONS, | \$14,454 75 |
| Deductions during the year from accident insurance fund, \$2,456 31 | |
| Deductions during the year from interest fund, 14,112 28 | |
| | 16,568 59 |
| TOTAL SINKING AND OTHER SPECIAL FUNDS, SEPTEMBER 30, 1901 (debit balance), | \$2,113 84 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|-----------|
| Number of passengers paying revenue carried during the year, | 3,455,105 |
| Number carried per mile of main railway track operated, | 148,199 |
| Number of car miles run, | 722,720 |
| Average number of persons employed, | 94 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|----------------------------------|------------------------------|------------------------|---------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | |
| Box passenger cars, | 21 | 21 | 16 | 32 |
| Open passenger cars, | 28 | 25 | - | 58 |
| TOTAL, | 49 | 46 | 16 | 90 |
| Snow ploughs, | 6 | - | - | 10 |

MISCELLANEOUS EQUIPMENT.

| | |
|---|---|
| Highway vehicles: | |
| 1 pung, 1 tip cart, | 2 |
| Express wagon, | 1 |
| Farm wagons, • | 2 |
| Trolley wagon, | 1 |
| Horses, | 2 |
| Harnesses (double, 2; single, 2), | 4 |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|---------------|
| Length of railway line, | 23.314 miles. |
| Length of sidings, switches, etc., | 3.554 " |
| Total, computed as single track, | 26.868 " |

RAILWAY LOCATED OUTSIDE OF MASSACHUSETTS.

| | |
|--|--------------|
| Length of railway line, | 4.375 miles. |
| Length of sidings, switches, etc., | .433 " |
| Total, computed as single track, | 4.808 " |

Names of the several cities and towns in which the railways operated by the company are located: Pawtucket, R. I., Seekonk, Attleborough, North Attleborough and Wrentham.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|---|-------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of company's railway with railroads at grade (2 in number), viz.: | | |
| With New York, New Haven & Hartford Railroad, at North Main Street, Attleborough, | 1 | 1 |
| With New York, New Haven & Hartford Railroad, at Commonwealth Avenue, Attleborough Falls, | 3 | 1 |
| TOTAL NUMBER OF TRACKS AT CROSSINGS, | 4 | 2 |

Number of above crossings at which *frogs* are inserted in the tracks, . . . 1

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | 7 | - | 2 | - | 9 |
| Employees, | - | 1 | - | - | - | 1 |
| Other persons, | - | 3 | - | 4 | - | 7 |
| TOTALS, | - | 11 | - | 6 | - | 17 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

INTERSTATE CONSOLIDATED STREET RAILWAY COMPANY,

PAWTUCKET, R. I.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Marsden J. Perry, *President*, Providence, R. I. Everard Holmes, *Treasurer and Clerk of Corporation*, Pawtucket, R. I. Everett W. Burdett, *General Counsel*, Boston, Mass. George R. Cook, *Superintendent*, Pawtucket, R. I.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Marsden J. Perry, Providence, R. I. Fenner H. Peckham, Jr., Providence, R. I. Daniel A. Peirce, Providence, R. I. Clarence L. Watson, Attleborough, Mass. Edward R. Price, North Attleborough, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

MARSDEN J. PERRY,
EDWARD R. PRICE,
DANIEL A. PEIRCE,
CLARENCE L. WATSON,
Directors.
EVERARD HOLMES,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. OCT. 31, 1901. Then personally appeared the above-named Marsden J. Perry, Edward R. Price, Daniel A. Peirce, Clarence L. Watson and Everard Holmes, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WILLIAM H. POND,
Justice of the Peace.

REPORT

OF THE

LAWRENCE & METHUEN STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

[Railway under construction.]

| GENERAL BALANCE SHEET SEPTEMBER 30, 1901. | | | |
|--|-----------|-------------|-------------|
| ASSETS. | | Dr. | |
| Cost of railway, | | | \$73,583 92 |
| TOTAL, | | | \$73,583 92 |
| LIABILITIES. | | Cr. | |
| Capital stock, | | | \$35,000 00 |
| Current liabilities: loans and notes payable, | | | 38,583 92 |
| TOTAL, | | | \$73,583 92 |
| CAPITAL STOCK. | | | |
| Capital stock authorized, as fixed by articles of association, | | \$70,000 00 | |
| Capital stock authorized by votes of company, | | 70,000 00 | |
| Amount paid in on 700 shares not yet issued, | | | \$35,000 00 |
| Number of stockholders, | | 15 | |
| Number of stockholders in Massachusetts, | | 15 | |
| Amount of stock held in Massachusetts, | | \$35,000 00 | |

RAILWAY OWNED.

| | | |
|-------------------------|-----------|--------------|
| Length of railway line, | | 6.100 miles. |
|-------------------------|-----------|--------------|

Names of the several cities and towns in which the railways operated by the company are located: Lawrence and Methuen.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

LAWRENCE & METHUEN STREET RAILWAY COMPANY,
60 STATE STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

James R. Simpson, *President*, Lawrence, Mass. Zachary T. Merrill, *Vice-President*, Lawrence, Mass. Edwin L. Pride, *Treasurer*, 60 State Street, Boston, Mass. E. B. Fuller, *Clerk of Corporation*, Haverhill, Mass. Poor & Fuller, *General Counsel*, Haverhill, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Jas. R. Simpson, Lawrence, Mass. Zachary T. Merrill, Lawrence, Mass. Jas. A. Brogan, Lawrence, Mass. John L. Hill, Methuen, Mass. Alfred Sager, Methuen, Mass. Wallace D. Lovell, Newton, Mass. Franklin Woodman, Haverhill, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JAMES R. SIMPSON,
ZACHARY T. MERRILL,
WALLACE D. LOVELL,
JAMES A. BROGAN.

Directors.

EDWIN L. PRIDE,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 13, 1901. Then personally appeared the above-named James R. Simpson, Zachary T. Merrill, Wallace D. Lovell, James A. Brogan and Edwin L. Pride, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHARLES E. OBER,

Notary Public.

REPORT

OF THE

LAWRENCE & READING STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|-------------|
| Gross earnings from operation, | \$33,833 02 |
| Operating expenses, | 32,787 27 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$1,045 75 |
| Charges upon income accrued during the year: | |
| Taxes, State and local, | \$1,414 33 |
| Taxes, commutation, | 333 70 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 1,748 03 |
| Deficit for the year ending September 30, 1901, | \$702 28 |
| Amount of surplus September 30, 1900, | 982 48 |
| TOTAL SURPLUS SEPTEMBER 30, 1901, | \$280 20 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$33,738 01 |
| Receipts from advertising in cars, | 41 65 |
| Other earnings from operation: miscellaneous receipts, | 53 36 |
| GROSS EARNINGS FROM OPERATION, | \$33,833 02 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks, | \$1,421 00 |
| General office expenses and supplies, | 341 29 |
| Legal expenses, | 395 65 |
| Insurance, | 3,416 81 |
| Other general expenses: advertising, \$102.57; miscellaneous general expenses, \$816.58; internal revenue tax, \$12.00, | 931 15 |
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | 1,940 45 |
| Repair of electric line construction, | 220 44 |
| Removal of snow and ice, | 136 35 |
| Repair of buildings, | 116 88 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | 1,229 69 |
| Repair of electric equipment of cars, | 854 42 |

| | |
|---|--------------------|
| Transportation expenses : | |
| Cost of electric motive power, \$13,797.20; less power sold, \$553.23; net, | \$13,243 97 |
| Wages and compensation of persons employed in conducting transportation, | 8,014 35 |
| Damages for injuries to persons and property, | 11 30 |
| Other transportation expenses : | |
| Car service supplies, | 212 01 |
| Miscellaneous car service expenses, | 301 51 |
| TOTAL OPERATING EXPENSES, | \$32,787 27 |

PROPERTY ACCOUNTS.

| | |
|---|--------------------|
| Additions to railway : | |
| Extension of tracks (length, 6,415 feet), | \$47,728 86 |
| New electric line construction (length, 6,415 feet), | 2,944 06 |
| Other additions to railway : | |
| Interest accrued, | 685 21 |
| Engineering, | 4,709 91 |
| TOTAL ADDITIONS TO RAILWAY, | \$56,068 04 |
| Additions to equipment : | |
| Additional cars (7 in number) and electric equipment of same, | \$24,510 70 |
| Other additions to equipment: sundry equipment, | 458 33 |
| TOTAL ADDITIONS TO EQUIPMENT, | 24,969 03 |
| Additions to land and buildings : | |
| Additional land and buildings necessary for operation of railway, | \$385 13 |
| New electric power stations, including machinery, etc., | 10,103 17 |
| TOTAL ADDITIONS TO LAND AND BUILDINGS, | 10,488 30 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$91,525 37 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1901.

| | ASSETS. | DR. |
|---|--------------|---------------------|
| Cost of railway : | | |
| Roadbed and tracks, | \$134,203 46 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 48,709 46 | |
| Interest accrued during construction of railway, | 2,885 21 | |
| Engineering and other expenses incident to construction, | 12,709 91 | |
| TOTAL COST OF RAILWAY OWNED, | | \$198,508 04 |
| Cost of equipment : | | |
| Cars and other rolling stock and vehicles and electric equipment of same, | \$49,655 70 | |
| Other items of equipment: sundry equipment, | 458 33 | |
| TOTAL COST OF EQUIPMENT OWNED, | | 50,114 03 |

| | | |
|--|--------------|--------------|
| Cost of land and buildings : | | |
| Land and buildings necessary for operation of railway, | \$9,185 13 | |
| Electric power stations, including equipment, | 80,103 17 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | \$89,288 30 |
| TOTAL PERMANENT INVESTMENTS, | | \$337,910 37 |
| Cash and current assets : | | |
| Cash, | \$1,250 70 | |
| Bills and accounts receivable, | 12,802 05 | |
| Other cash and current assets : | | |
| Prepaid insurance, | 727 20 | |
| Prepaid taxes, | 443 05 | |
| TOTAL CASH AND CURRENT ASSETS, | | 15,223 00 |
| Miscellaneous assets : materials and supplies, | | 51,597 66 |
| TOTAL, | | \$404,731 03 |
| LIABILITIES. | | CR. |
| Capital stock, | | \$115,000 00 |
| Current liabilities : | | |
| Loans and notes payable, | \$195,494 12 | |
| Audited vouchers and accounts, | 93,436 96 | |
| Miscellaneous current liabilities : outstanding tickets, | 182 37 | |
| TOTAL CURRENT LIABILITIES, | | 289,113 45 |
| Accrued liabilities : taxes accrued and not yet due, | | 337 38 |
| Profit and loss balance (surplus), | | 280 20 |
| TOTAL, | | \$404,731 03 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$115,000 00 | |
| Capital stock authorized by votes of company, | 115,000 00 | |
| Capital stock issued and outstanding, | | \$115,000 00 |
| Number of shares issued and outstanding, | 1,150 | |
| Number of stockholders, | 14 | |
| Number of stockholders in Massachusetts, | 13 | |
| Amount of stock held in Massachusetts, | \$105,000 00 | |

VOLUME OF TRAFFIC, ETC.

| | |
|--|---------|
| Number of passengers paying revenue carried during the year, | 685,260 |
| Number carried per mile of main railway track operated, | 55,209 |
| Number of car miles run, | 251,809 |
| Average number of persons employed, | 31 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|--------------------------------|------------------------------|------------------------|---------------------------------|-------------------|
| CARS—PASSENGER SERVICE. | | | | |
| Box passenger cars, | 4 | 4 | 4 | - |
| Open passenger cars, | 8 | 8 | - | - |
| TOTAL, | 12 | 12 | 4 | 44 |
| Snow ploughs, | 1 | - | - | - |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| RAILWAY OWNED, ETC. | Owned. | Trackage over Other Railways. | Total Owned, etc. | Total Operated. |
|---|---------------|-------------------------------|-------------------|-----------------|
| Length of railway line, | Miles. 11.499 | Miles. .913 | Miles. 11.499 | Miles. 12.412 |
| Length of sidings, switches, etc, | .357 | .005 | .357 | .362 |
| TOTAL, COMPUTED AS SINGLE TRACK, . | 11.856 | .918 | 11.856 | 12.774 |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|-------------|
| Length of railway line, | .307 miles. |
|-----------------------------------|-------------|

Names of the several cities and towns in which the railways operated by the company are located: Reading, North Reading and Andover.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|---|-------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of company's railway with railroads at grade (1 in number), viz.: | | |
| With Boston & Maine Railroad, North Reading, | 1 | 1 |

Number of above crossings at which *frogs* are inserted in the tracks, . . . 1

CORPORATE NAME AND ADDRESS OF THE COMPANY.

LAWRENCE & READING STREET RAILWAY COMPANY,
333 UNION STREET, LYNN, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Chas. F. Woodward, *President*, Wakefield, Mass. Charles Williams, *Treasurer*, Lynn, Mass. Edwin L. Stone, *Clerk of Corporation*, Boston, Mass. Elwin C. Foster, *General Manager*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Chas. F. Woodward, Wakefield, Mass. Charles Williams, Wakefield, Mass. Milton J. Warner, Bridgeport, Conn. Fred T. Ley, Springfield, Mass. Edward A. Carpenter, North Reading, Mass. Arthur F. Upton, North Reading, Mass. Edwin L. Stone, Lynn, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

CHAS. F. WOODWARD,
EDWARD A. CARPENTER,
ARTHUR F. UPTON,
EDWIN L. STONE,
CHARLES WILLIAMS,
Directors.
CHARLES WILLIAMS,
Treasurer.
E. C. FOSTER,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. Nov. 20, 1901. Then personally appeared the above-named Charles F. Woodward, Edward A. Carpenter and Arthur F. Upton, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

W. A. FISHER,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 20, 1901. Then personally appeared the above-named Edwin L. Stone, Charles Williams and E. C. Foster, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

W. A. FISHER,
Justice of the Peace.

REPORT

OF THE

LEOMINSTER & CLINTON STREET RAILWAY COMPANY

FOR THE PERIOD ENDING MARCH 1, 1901.

[Consolidated with the Worcester Consolidated March 1, 1901.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|-------------|
| Gross earnings from operation, | \$40,672 19 |
| Operating expenses, | 43,267 31 |
| GROSS DEFICIT ABOVE OPERATING EXPENSES, | \$2,595 12 |
| Charges upon income accrued during the year: | |
| Interest on funded debt, | \$6,336 45 |
| Interest and discount on unfunded debts and loans, | 4,013 39 |
| Taxes, State and local, | \$4,358 37 |
| Taxes, commutation, | 624 83 |
| | 4,983 20 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 15,333 04 |
| Deficit for the period ending March 1, 1901, | \$17,928 16 |
| Amount of deficit September 30, 1900, | 72 27 |
| Credits to profit and loss account during the year: | |
| Surplus Clinton & Hudson Street Railway Company, | \$18,728 06 |
| Surplus Worcester & Clinton Street Railway Company, | 2,638 13 |
| TOTAL CREDITS, | \$21,366 19 |
| Debits to profit and loss account during the year: | |
| Deficit Fitchburg & Suburban Street Railway Company, | \$4,180 23 |
| Taxes, 1900, | 9,257 52 |
| TOTAL DEBITS, | 13,437 75 |
| NET AMOUNT CREDITED TO PROFIT AND LOSS, | 7,928 44 |
| TOTAL DEFICIT MARCH 1, 1901, | \$10,071 99 |

| EARNINGS FROM OPERATION. | |
|--|-------------|
| Receipts from passengers carried, | \$40,234 81 |
| Receipts from rentals of buildings and other property, | 288 25 |
| Receipts from advertising in cars, | 147 78 |
| Receipts from interest on deposits, | 1 35 |
| GROSS EARNINGS FROM OPERATION, | \$40,672 19 |

| EXPENSES OF OPERATION. | |
|--|-------------|
| General expenses : | |
| Salaries of general officers and clerks, | \$2,245 12 |
| General office expenses and supplies, | 374 29 |
| Legal expenses, | 511 62 |
| Insurance, | 1,530 00 |
| Other general expenses, | 880 82 |
| Maintenance of roadway and buildings : | |
| Repair of roadbed and track, | 3,259 66 |
| Repair of electric line construction, | 433 46 |
| Removal of snow and ice, | 1,369 98 |
| Repair of buildings, | 634 72 |
| Maintenance of equipment : | |
| Repair of cars and other vehicles, | 2,167 46 |
| Repair of electric equipment of cars, | 2,399 96 |
| Transportation expenses : | |
| Cost of electric motive power, | 9,284 97 |
| Wages and compensation of persons employed in conducting transportation, | 13,585 49 |
| Damages for injuries to persons and property, | 3,250 12 |
| Tolls for trackage over other railways, | 416 40 |
| Rentals of buildings and other property, | 923 24 |
| TOTAL OPERATING EXPENSES, | \$43,267 31 |

| PROPERTY ACCOUNTS. | |
|--|--------------|
| Additions to railway : | |
| Property of Worcester & Clinton Street Railway Company, | \$226,302 86 |
| Property of Clinton & Hudson Street Railway Company, | 133,626 93 |
| Property of Fitchburg & Suburban Street railway Company, | 108,894 84 |
| TOTAL ADDITIONS TO RAILWAY, | \$468,824 63 |
| Additions to equipment : | |
| Property of Worcester & Clinton Street Railway Company, | \$32,876 59 |
| Property of Clinton & Hudson Street Railway Company, | 32,057 17 |
| Property of Fitchburg & Suburban Street Railway Company, | 33,393 74 |
| TOTAL ADDITIONS TO EQUIPMENT, | 98,327 50 |

| | | |
|--|-------------|--------------|
| Additions to land and buildings: | | |
| Property of Worcester & Clinton Street Railway Company, | \$49,234 96 | |
| Property of Clinton & Hudson Street Railway Company, | 14,032 30 | |
| Property of Fitchburg & Suburban Street Railway Company, | 45,225 07 | |
| TOTAL ADDITIONS TO LAND AND BUILDINGS, | | \$108,492 33 |
| Additions to other permanent property: | | |
| Worcester & Clinton Street Railway Company, | \$1,117 75 | |
| Fitchburg & Suburban Street Railway Company, | 19,117 04 | |
| TOTAL ADDITIONS TO OTHER PERMANENT PROPERTY, | | 20,234 79 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | | \$695,879 25 |

GENERAL BALANCE SHEET MARCH 1, 1901.

| ASSETS. | | DR. |
|--|--------------|----------------|
| Cost of railway: | | |
| Roadbed and tracks, | \$488,556 24 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 125,578 27 | |
| Interest accrued during construction of railway, | 8,081 58 | |
| Engineering and other expenses incident to construction, | 32,621 78 | |
| TOTAL COST OF RAILWAY OWNED, | | \$654,837 87 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, | \$69,881 59 | |
| Electric equipment of same, | 59,367 54 | |
| Other items of equipment, | 18,193 93 | |
| TOTAL COST OF EQUIPMENT OWNED, | | 147,443 06 |
| Cost of land and buildings: | | |
| Land necessary for operation of railway, | \$21,817 25 | |
| Electric power stations, including equipment, | 164,705 61 | |
| Other buildings necessary for operation of railway, | 43,230 19 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | 229,753 05 |
| Other permanent property: parks and buildings, | | 42,575 21 |
| TOTAL PERMANENT INVESTMENTS, | | \$1,074,609 19 |
| Cash and current assets: | | |
| Cash, | \$458 95 | |
| Bills and accounts receivable, | 4,281 84 | |
| Sinking and other special funds, | 4,000 00 | |
| Other cash and current assets: prepaid fire insurance, | 1,432 93 | |
| TOTAL CASH AND CURRENT ASSETS, | | 10,173 72 |
| Miscellaneous assets: materials and supplies, | | 8,821 71 |
| Profit and loss balance (deficit), | | 10,071 99 |
| TOTAL, | | \$1,103,676 61 |

| LIABILITIES. | | CR. | |
|---|-----------|-----|----------------|
| Capital stock, | | | \$648,000 00 |
| Funded debt, | | | 308,000 00 |
| Current liabilities: | | | |
| Loans and notes payable, | \$129,944 | 65 | |
| Audited vouchers and accounts, | 8,386 | 76 | |
| TOTAL CURRENT LIABILITIES, | | | 138,331 41 |
| Accrued liabilities: | | | |
| Interest accrued and not yet due, | \$3,729 | 20 | |
| Taxes accrued and not yet due, | 5,125 | 00 | |
| Miscellaneous accrued liabilities: insurance, accident, accrued, | | 491 | 00 |
| TOTAL ACCRUED LIABILITIES, | | | 9,345 20 |
| TOTAL, | | | \$1,103,676 61 |
| CAPITAL STOCK. | | | |
| Capital stock authorized by law, | \$648,000 | 00 | |
| Capital stock authorized by votes of company, | 648,000 | 00 | |
| Capital stock issued and outstanding, | | | \$648,000 00 |
| Number of shares issued and outstanding, | 6,480 | | |
| Number of stockholders, | 62 | | |
| Number of stockholders in Massachusetts, | 62 | | |
| Amount of stock held in Massachusetts, | \$648,000 | 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding | Interest Paid during the Year. |
|---|-------------------|-------------------|--------------------|--------------------------------|
| Five per cent gold bonds, 20 years, | Per Cent. 5 | Jan. 1, 1919, | \$115,000 00 | \$5,750 00 |
| Fifteen-year coupon notes, | 6 | April 1, 1912, | 45,000 00 | 2,700 00 |
| First mortgage gold bonds, | 5 | April 1, 1917, | 148,000 00 | 7,400 00 |
| TOTALS, | | | \$308,000 00 | \$15,850 00 |

SINKING AND OTHER SPECIAL FUNDS.

| | |
|---|------------|
| Amount September 30, 1900, of mortgage bond sinking fund, | \$4,000 00 |
| TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1901, | \$4,000 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|---------|
| Number of passengers paying revenue carried during the year, | 722,166 |
| Number carried per mile of main railway track operated, . | 19,515 |
| Number of car miles run, | 250,724 |
| Average number of persons employed, | 117 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Not equipped. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of motors. |
|--------------------------------|------------------------------|---------------|------------------------|---------------------------------|-------------------|
| CARS—PASSENGER SERVICE. | | | | | |
| Box passenger cars, | 22 | - | 22 | 22 | 44 |
| Open passenger cars, | 30 | - | 30 | - | 54 |
| TOTAL, | 52 | - | 52 | 22 | 98 |
| CARS—OTHER SERVICE. | | | | | |
| Other cars, sweeper, | - | 1 | - | - | - |
| Snow ploughs, | 1 | - | - | - | 2 |

MISCELLANEOUS EQUIPMENT.

| | |
|---------------------------------|---|
| Carts and snow sleds, | 2 |
| Other highway vehicles: | |
| Open buggy, | 1 |
| Tower wagons, | 3 |
| Horses, | 1 |
| Harnesses (single), | 2 |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|---------------|
| Length of railway line, | 37.005 miles. |
| Length of sidings, switches, etc., | 1.832 " |
| Total, computed as single track, | 38.837 " |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|--------------|
| Length of railway line, | 1.700 miles. |
|-----------------------------------|--------------|

Names of the several cities and towns in which the railways operated by the company are located: Worcester, Shrewsbury, Boylston, Clinton, Lancaster, Leominster, Fitchburg, Berlin and Hudson.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|---|----------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of company's railway with railroads at grade (3 in number), viz.: | | |
| With New York, New Haven & Hartford Railroad, Water Street, Clinton, | 1 | 1 |
| With New York, New Haven & Hartford Railroad, Water Street, Leominster, | 2 | 1 |
| With New York, New Haven & Hartford Railroad, West Berlin, | 3 | 1 |
| TOTAL NUMBER OF TRACKS AT CROSSINGS, | 6 | 3 |

Number of above crossings at which *frogs* are inserted in the tracks, 4

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | - | - | - | - | - |
| Employees, | - | - | - | - | - | - |
| Other persons, | - | - | - | 4 | - | 4 |
| TOTALS, | - | - | - | 4 | - | 4 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

LEOMINSTER & CLINTON STREET RAILWAY COMPANY,
WORCESTER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Harry L. Pierce, *President*, Leominster, Mass. James A. Parker, *Vice-President*, Boston, Mass. Justin W. Lester, *Treasurer*, Worcester, Mass. Andrew J. Peters, *Clerk of Corporation*, Boston, Mass. George H. Burgess, *Superintendent*, Leominster, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Harry L. Pierce, Leominster, Mass. Bentley W. Warren, Boston, Mass. Frederick W. Kendrick, Boston, Mass. Irvin McDowell Garfield, Boston, Mass. Andrew J. Peters, Boston, Mass. James A. Parker, Boston, Mass. Francis R. Hart, Boston, Mass. Samuel E. Winslow, Worcester, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

BENTLEY W. WARREN,
IRVIN McDOWELL GARFIELD,
ANDREW J. PETERS,
JAMES A. PARKER,
FRANCIS R. HART,
FREDERICK W. KENDRICK,
JUSTIN W. LESTER,
GEO. H. BURGESS,

Directors.
Treasurer.
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. NOV. 15, 1901. Then personally appeared the above-named James A. Parker, Francis R. Hart, Frederick W. Kendrick and Justin W. Lester, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, GEORGE H. BUTTERS,
Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. NOV. 15, 1901. Then personally appeared the above-named Bentley W. Warren, Irvin McDowell Garfield and Andrew J. Peters, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, ALEXANDER WHITESIDE, JR.
Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. NOV. 15, 1901. Then personally appeared the above-named George H. Burgess, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me, CHANDLER BULLOCK,
Justice of the Peace.

REPORT

OF THE

LEXINGTON & BOSTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|--------------|
| Gross earnings from operation, | \$116,278 46 |
| Operating expenses, | 80,063 81 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$36,214 65 |
| Charges upon income accrued during the year: | |
| Interest on funded debt, | \$13,500 00 |
| Interest and discount on unfunded debts and loans, | 5,469 59 |
| Taxes, State and local, | \$3,955 04 |
| Taxes, commutation, | 505 92 |
| | 4,460 96 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 23,430 55 |
| NET DIVISIBLE INCOME, | \$12,784 10 |
| Dividends declared: | |
| 4 per cent on \$250,000, | \$10,000 00 |
| 2 per cent on \$100,000, | 2,000 00 |
| TOTAL DIVIDENDS DECLARED, | 12,000 00 |
| Surplus for the year ending September 30, 1901, | \$784 10 |
| Amount of surplus September 30, 1900, | 18,304 68 |
| Credits to profit and loss account during the year: | |
| Premium received from sale of bonds, | \$3,500 00 |
| Surplus of Woburn & Boston Street Railway Company, consolidated, | 588 05 |
| TOTAL CREDITS, | 4,088 05 |
| TOTAL SURPLUS SEPTEMBER 30, 1901, | \$23,176 83 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$111,609 36 |
| Receipts from rentals of buildings and other property, | 3,797 31 |
| Receipts from advertising in cars, | 587 46 |
| Receipts from interest on deposits, | 160 14 |
| Other earnings from operation: received from sale of old iron, copper, etc., | 124 19 |
| GROSS EARNINGS FROM OPERATION, | \$116,278 46 |

| EXPENSES OF OPERATION. | |
|---|-------------|
| General expenses: | |
| Salaries of general officers and clerks, | \$7,987 66 |
| General office expenses and supplies, | 5,747 63 |
| Legal expenses, | 100 00 |
| Insurance, | 995 51 |
| Other general expenses: engineering, plans, music and public celebrations, | 2,857 89 |
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | 2,833 63 |
| Repair of electric line construction, | 687 45 |
| Removal of snow and ice, | 1,514 58 |
| Repair of buildings, | 116 37 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | 5,545 73 |
| Repair of electric equipment of cars, | 2,577 71 |
| Provender and stabling for horses, | 269 20 |
| Transportation expenses: | |
| Cost of electric motive power, \$17,238.42; less power sold, \$604.31; net, | 16,634 11 |
| Wages and compensation of persons employed in conducting transportation, | 26,437 07 |
| Damages for injuries to persons and property, | 2,794 38 |
| Tolls for trackage over other railways, | 964 41 |
| Other transportation expenses: | |
| Oil, grease, fuel and waste, | 680 97 |
| Tenders at steam railroad crossings, | 1,319 51 |
| TOTAL OPERATING EXPENSES, | \$80,063 81 |

| PROPERTY ACCOUNTS. | |
|---|--------------|
| Additions to railway: | |
| Extension of tracks, | \$102,887 32 |
| New electric line construction, | 21,620 69 |
| Other additions to railway: interest during construction, | 133 09 |
| TOTAL ADDITIONS TO RAILWAY, | \$124,641 10 |
| Additions to equipment: | |
| Additional cars (10 in number), | \$19,245 73 |
| Electric equipment of same, | 36,515 71 |
| TOTAL ADDITIONS TO EQUIPMENT, | 55,761 44 |
| Additions to land and buildings: | |
| Additional land and buildings necessary for operation of railway, | \$15,517 16 |
| New electric power batteries, including machinery, etc., | 12,389 18 |
| Additional equipment of power stations, | 16,399 86 |
| TOTAL ADDITIONS TO LAND AND BUILDINGS, | 44,306 20 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$224,708 74 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1901.

| ASSETS. | DR. |
|--|--------------|
| Cost of railway: | |
| Roadbed and tracks, | \$353,056 62 |
| Electric line construction, including poles, wiring, feeder lines, etc., | 108,131 58 |

| | | |
|--|--------------|---------------------|
| Cost of railway — <i>Concluded.</i> | | |
| Interest accrued during construction of railway, | \$16,050 84 | |
| Engineering and other expenses incident to construction, | 27,704 10 | |
| Other items of railway cost: steam railroad crossings, | 27,071 26 | |
| TOTAL COST OF RAILWAY OWNED, | | \$532,014 40 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, | \$68,654 20 | |
| Electric equipment of same, | 81,642 43 | |
| TOTAL COST OF EQUIPMENT OWNED, | | 150,296 63 |
| Cost of land and buildings: | | |
| Land and buildings necessary for operation of railway, | \$65,857 40 | |
| Electric power stations, including equipment, | 117,392 05 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | 183,249 45 |
| Other permanent property: storage batteries, | | 12,389 18 |
| TOTAL PERMANENT INVESTMENTS, | | \$877,949 66 |
| Cash and current assets: | | |
| Cash, | \$21,777 17 | |
| Bills and accounts receivable, | 1,500 00 | |
| TOTAL CASH AND CURRENT ASSETS, | | 23,277 17 |
| TOTAL, | | \$901,226 83 |
| LIABILITIES. | | Cr. |
| Capital stock, | | \$425,000 00 |
| Amount paid in on 1,000 shares not yet issued, | | 72,550 00 |
| TOTAL CAPITAL STOCK, | | \$497,550 00 |
| Funded debt, | | 350,000 00 |
| Current liabilities: loans and notes payable, | | 30,500 00 |
| Profit and loss balance (surplus), | | 23,176 83 |
| TOTAL, | | \$901,226 83 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$525,000 00 | |
| Capital stock authorized by votes of company, | 525,000 00 | |
| Capital stock issued and outstanding, | | \$425,000 00 |
| Amount paid in on 1,000 shares not yet issued, | | 72,550 00 |
| TOTAL CAPITAL STOCK LIABILITY, | | \$497,550 00 |
| Number of shares issued and outstanding, | 4,250 | |
| Number of stockholders, | 89 | |
| Number of stockholders in Massachusetts, | 88 | |
| Amount of stock held in Massachusetts, | \$420,000 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|----------------------------------|--------------------------|-------------------|---------------------|--------------------------------|
| First mortgage gold bonds, . . . | Per Cent. $4\frac{1}{2}$ | 1920, . . . | \$350,000 00 | \$13,500 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|-----------|
| Number of passengers paying revenue carried during the year, | 2,348,035 |
| Number carried per mile of main railway track operated, . . | 77,043 |
| Number of car miles run, | 542,789 |
| Average number of persons employed, | 82 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|--------------------------------|------------------------------|------------------------|---------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | |
| Box passenger cars, | 16 | 16 | 16 | 48 |
| Open passenger cars, | 24 | 24 | - | 62 |
| TOTAL, | 40 | 40 | 16 | 110 |
| CARS — OTHER SERVICE. | | | | |
| Work cars, | 1 | 1 | - | 4 |
| Snow ploughs, | 4 | - | - | - |

MISCELLANEOUS EQUIPMENT.

| | |
|---|---|
| Carts and snow sleds (1 cart), | 1 |
| Other railway rolling stock: snow leveler, | 1 |
| Horses, | 2 |
| Harnesses (single), | 3 |
| Other items of equipment: 1 sleigh, 1 pung, | 2 |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| RAILWAY OWNED, ETC. | Owned. | Trackage over Other Railways. | Total Owned, etc. |
|--|---------------|-------------------------------|-------------------|
| Length of railway line, | Miles. 27.670 | Miles. 2.470 | Miles. 30.140 |
| Length of second main track, | .337 | - | .337 |
| TOTAL LENGTH OF MAIN TRACK, | 28.007 | 2.470 | 30.477 |
| Length of sidings, switches, etc., | 1.940 | .371 | 2.311 |
| TOTAL, COMPUTED AS SINGLE TRACK, | 29.947 | 2.841 | 32.788 |

Names of the several cities and towns in which the railways operated by the company are located: Lexington, Arlington, Waltham, Woburn, Bedford, Billerica and Concord.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|---|-------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of company's railway with railroads at grade (3 in number), viz.: | | |
| With Boston & Maine Railroad, at Lexington Street, Waltham, . . | 1 | 1 |
| With Boston & Maine Railroad, at Loomis Street, Bedford, . . | 1 | 1 |
| With Boston & Maine Railroad, at Concord Road, Bedford, . . | 1 | 1 |
| TOTAL NUMBER OF TRACKS AT CROSSINGS, | 3 | 3 |

Number of above crossings at which *frogs* are inserted in the tracks, . . 3

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | - | - | 1 | - | 1 |
| Employees, | - | - | - | - | - | - |
| Other persons, | - | - | 3 | 3 | 3 | 3 |
| TOTALS, | - | - | 3 | 4 | 3 | 4 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

LEXINGTON & BOSTON STREET RAILWAY COMPANY,
LEXINGTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Sydney Harwood, *President*, 53 State Street, Boston, Mass. Alfred Pierce, *Vice-President*, 32 Chauncy Street, Boston, Mass. Chas. W. Smith, *Treasurer*, 53 Tremont Street, Boston, Mass. Edward P. Smith, *Clerk of Corporation*, Waltham, Mass. Robt. P. Clapp, *General Counsel*, 50 State Street, Boston, Mass. Horace B. Parker, *General Manager*, Newtonville, Mass. W. H. Greene, *Superintendent*, Lexington, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Sydney Harwood, Newton, Mass. Alfred Pierce, Lexington, Mass. Chas. W. Smith, Boston, Mass. Alden E. Viles, Boston, Mass. Edward P. Smith, Waltham, Mass. Leonard A. Saville, Lexington, Mass. John H. Foster, Billerica, Mass. Wm. H. Hammett, Newton, Mass. James W. French, Newton, Mass. Geo. W. Morse, Newton, Mass. Otis M. Gove, Waltham, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

SYDNEY HARWOOD,
CHAS. W. SMITH,
ALDEN E. VILES,
EDWARD P. SMITH,
JAMES W. FRENCH,
ALFRED PIERCE,

Directors.

CHAS. W. SMITH,

Treasurer.

W. H. GREENE,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 9, 1901. Then personally appeared the above-named Sydney Howard, Chas. W. Smith, Alden E. Viles, Edward P. Smith, James W. French, Alfred Pierce and W. H. Greene, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JEROME C. SMITH,

Justice of the Peace.

REPORT

OF THE

LINWOOD STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|------------|
| Gross earnings from operation, | \$9,993 69 |
| Operating expenses, | 8,940 93 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$1,052 76 |
| Charges upon income accrued during the year : | |
| Taxes, State and local, | \$194 16 |
| Taxes, commutation, | 199 87 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 394 03 |
| NET DIVISIBLE INCOME, | \$658 73 |
| Dividends declared (8 per cent), | 960 00 |
| Deficit for the year ending September 30, 1901, | \$301 27 |
| Amount of deficit September 30, 1900, | 36 86 |
| TOTAL DEFICIT SEPTEMBER 30, 1901, | \$338 13 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$9,993 69 |
| GROSS EARNINGS FROM OPERATION, | \$9,993 69 |
| EXPENSES OF OPERATION. | |
| General expenses : | |
| Salaries of general officers and clerks, | \$1,100 00 |
| General office expenses and supplies, | 130 60 |
| Legal expenses, | 506 75 |
| Maintenance of equipment : repair of cars and other vehicles, | 218 59 |
| Transportation expenses : | |
| Cost of electric motive power, | 1,606 46 |
| Wages and compensation of persons employed in conducting transportation, | 3,320 25 |
| Tolls for trackage over other railways, | 1,164 78 |
| Rentals of buildings and other property, | 300 00 |
| Other transportation expenses : lighting, | 593 50 |
| TOTAL OPERATING EXPENSES, | \$8,940 93 |

| PROPERTY ACCOUNTS. | | |
|--|-------------|-------------|
| Additions to railway: | | |
| Extension of tracks (length, 1,200 feet), | \$1,888 88 | |
| New electric line construction (length, 1,200 feet), | 587 20 | |
| TOTAL ADDITIONS TO RAILWAY, | | \$2,476 08 |
| Additions to equipment: headlights, vestibules and trucks, | | 299 70 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | | \$2,775 78 |
| GENERAL BALANCE SHEET SEPTEMBER 30, 1901. | | |
| ASSETS. | | DR. |
| Cost of railway: | | |
| Roadbed and tracks, | \$4,860 61 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 587 20 | |
| TOTAL COST OF RAILWAY OWNED, | | \$5,447 81 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, | \$3,525 70 | |
| Electric equipment of same, | 4,860 91 | |
| Other items of equipment: trucks and fenders, | 1,274 00 | |
| TOTAL COST OF EQUIPMENT OWNED, | | 9,160 61 |
| TOTAL PERMANENT INVESTMENTS, | | \$14,608 42 |
| Cash and current assets: cash, | | 78 93 |
| Miscellaneous assets: materials and supplies, | | 269 17 |
| Profit and loss balance (deficit), | | 338 13 |
| TOTAL, | | \$15,294 65 |
| LIABILITIES. | | CR. |
| Capital stock, | | \$12,000 00 |
| Current liabilities: | | |
| Audited vouchers and accounts, | \$2,269 78 | |
| Salaries and wages, | 825 00 | |
| TOTAL CURRENT LIABILITIES, | | 3,094 78 |
| Accrued liabilities: taxes accrued and not yet due, | | 199 87 |
| TOTAL, | | \$15,294 65 |
| CAPITAL STOCK | | |
| Capital stock authorized by law, | \$12,000 00 | |
| Capital stock authorized by votes of company, | 12,000 00 | |
| Capital stock issued and outstanding, | | \$12,000 00 |
| Number of shares issued and outstanding, | 120 | |
| Number of stockholders, | 17 | |
| Number of stockholders in Massachusetts, | 16 | |
| Amount of stock held in Massachusetts, | \$11,700 00 | |

VOLUME OF TRAFFIC, ETC.

| | |
|---|---------|
| Number of passengers paying revenue carried during the year, | 217,320 |
| Number carried per mile of main railway track operated, | 124,825 |
| Number of car miles run, | 36,155 |
| Average number of persons employed, | 6 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|-------------------------------|---------------------------------|---------------------------|------------------------------------|-------------------|
| CARS—PASSENGER SERVICE. | | | | |
| Box passenger cars, | 3 | 3 | 3 | 8 |

RAILWAY OPERATED (BY ELECTRIC POWER).

| | |
|--|--------------|
| Length of railway line, | 1.741 miles. |
| Length of sidings, switches, etc., | .160 " |
| Total, computed as single track, | 1.901 " |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|-------------|
| Length of railway line, | .662 miles. |
|-----------------------------------|-------------|

Names of the several cities and towns in which the railways operated by the company are located: Northbridge.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

LINWOOD STREET RAILWAY COMPANY,
WHITINSVILLE, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

C. A. Taft, *President*, Whitinsville, Mass. G. M. Whitin, *Vice-President*, Whitinsville, Mass. J. M. Lasell, *Treasurer and Clerk of Corporation*, Whitinsville, Mass. Warren & Garfield, *General Counsel*, Boston, Mass. George Wilmot, *Superintendent*, Linwood, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

C. A. Taft, Whitinsville, Mass. W. L. Taft, Whitinsville, Mass. G. M. Whitin, Whitinsville, Mass. C. W. Lasell, Whitinsville, Mass. J. M. Lasell, Whitinsville, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

J. M. LASELL,
G. M. WHITIN,
C. A. TAFT,
W. L. TAFT,

Directors.

J. M. LASELL,
Treasurer.

GEO. WILMOT,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. Nov. 7, 1901. Then personally appeared the above-named J. M. Lasell, G. M. Whitin, C. A. Taft, W. L. Taft and Geo. Wilmot, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ROBERT K. BROWN,
Notary Public.

REPORT

OF THE

LOWELL & BOSTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

[Commenced operation July 11, 1901.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|------------|
| Gross earnings from operation, | \$2,912 63 |
| Operating expenses, | 2,411 83 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$500 80 |
| Surplus for the year ending September 30, 1901, | \$500 80 |
| TOTAL SURPLUS SEPTEMBER 30, 1901, | \$500 80 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$2,823 65 |
| Receipts from tolls for use of cars by other companies, | 88 98 |
| GROSS EARNINGS FROM OPERATION, | \$2,912 63 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks, | \$33 86 |
| General office expenses and supplies, | 21 46 |
| Maintenance of roadway and buildings: repair of roadbed and track, | 77 00 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | 33 73 |
| Repair of electric equipment of cars, | 10 42 |
| Transportation expenses: | |
| Cost of electric motive power, | 1,300 07 |
| Wages and compensation of persons employed in conducting transportation, | 806 91 |
| Tolls for trackage over other railways, | 71 59 |
| Other transportation expenses: | |
| Oil, grease and waste, | 35 79 |
| Incidentals, | 21 00 |
| TOTAL OPERATING EXPENSES, | \$2,411 83 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1901.

| ASSETS. | | Dr. |
|---|--------------|---------------------|
| Cost of railway: | | |
| Roadbed and tracks, | \$108,897 31 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 43,069 41 | |
| Interest accrued during construction of rail- way, | 4,836 20 | |
| Engineering and other expenses incident to construction, | 8,126 17 | |
| TOTAL COST OF RAILWAY OWNED, | | \$164,929 09 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, | \$8,500 00 | |
| Electric equipment of same, | 12,564 88 | |
| TOTAL COST OF EQUIPMENT OWNED, | | 21,064 88 |
| Cost of land and buildings: land necessary for operation of railway, | | 28,654 40 |
| TOTAL PERMANENT INVESTMENTS, | | \$214,648 37 |
| Cash and current assets: | | |
| Cash, | \$5,131 92 | |
| Other cash and current assets: suspense, | 5,000 00 | |
| TOTAL CASH AND CURRENT ASSETS, | | 10,131 92 |
| Miscellaneous assets: materials and supplies, | | 11 15 |
| TOTAL, | | \$224,791 44 |
| LIABILITIES. | | Cr. |
| Capital stock, | | |
| Current liabilities: | | \$90,000 00 |
| Loans and notes payable, | \$130,810 00 | |
| Audited vouchers and accounts, | 2,566 92 | |
| TOTAL CURRENT LIABILITIES, | | 133,416 92 |
| Accrued liabilities: taxes accrued and not yet due, | | 873 72 |
| Profit and loss balance (surplus), | | 500 80 |
| TOTAL, | | \$224,791 44 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$90,000 00 | |
| Capital stock authorized by votes of company, | 90,000 00 | |
| Capital stock issued and outstanding, | | \$90,000 00 |
| Number of shares issued and outstanding, | 900 | |
| Number of stockholders, | 13 | |
| Number of stockholders in Massachusetts, | 13 | |
| Amount of stock held in Massachusetts, | \$90,000 00 | |

VOLUME OF TRAFFIC, ETC.

| | |
|---|--------|
| Number of passengers paying revenue carried during the year, | 56,339 |
| Number carried per mile of main railway track operated, | 6,345 |
| Number of car miles run, | 20,355 |
| Average number of persons employed, | 10 |
| Company commenced operation from Woburn to Burlington July 11, 1901; over whole line, September 1, 1901. | |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Equipped with Fenders. | Number of Motors. |
|--------------------------------|---------------------------------|---------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | |
| Open passenger cars, | 5 | 5 | 20 |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| RAILWAY OWNED, ETC. | Owned. | Trackage over Other Railways. | Total Owned, etc. |
|--|-----------------|-------------------------------------|-------------------------|
| Length of railway line, | Miles. 8.737 | Miles. .142 | Miles. 8.879 |
| Length of sidings, switches, etc., | .417 | - | .417 |
| TOTAL, COMPUTED AS SINGLE TRACK, | 9.154 | .142 | 9.296 |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|-------------|
| Length of railway line, | .671 miles. |
|-----------------------------------|-------------|

Names of the several cities and towns in which the railways operated by the company are located: Woburn, Burlington and Billerica.

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board)

| KILLED AND INJURED. | FROM CAUSES BE- YOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | - | - | - | - | - |
| Employees, | - | - | - | - | - | - |
| Other persons, | - | - | - | 1 | - | 1 |
| TOTALS, | - | - | - | 1 | - | 1 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

LOWELL & BOSTON STREET RAILWAY COMPANY,
53 STATE STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

T. I. Reed, *President*, Burlington, Mass. Frank E. Cotton, *Vice-President*, Woburn, Mass. George A. Sweetser, *Treasurer*, 53 State Street, Boston, Mass. D. A. Brooks, *Clerk of Corporation*, 53 State Street, Boston, Mass. W. H. Greene, *Superintendent*, Lexington, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

T. I. Reed, Burlington, Mass. Frank E. Cotton, Woburn, Mass. George A. Sweetser, Wellesley Hills, Mass. F. A. Partridge, Woburn, Mass. Richard Faulkner, Billerica, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

T. I. REED,
F. E. COTTON,
GEORGE A. SWEETSER,
RICHARD FAULKNER,
F. A. PARTRIDGE,
Directors.
GEORGE A. SWEETSER,
Treasurer.
W. H. GREENE,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Nov. 6, 1901. Then personally appeared the above-named T. I. Reed, F. E. Cotton, George A. Sweetser, Richard Faulkner, F. A. Partridge and W. H. Greene, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JOSHUA T. NOWELL,
Justice of the Peace.

REPORT

OF THE

LOWELL, LAWRENCE & HAVERHILL STREET RAILWAY COMPANY

FOR THE PERIOD ENDING MAY 6, 1901

[Consolidated with the Lynn & Boston, May 6, 1901.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|--------------|
| Gross earnings from operation, | \$500,335 88 |
| Operating expenses, | 328,053 34 |
| NET EARNINGS FROM OPERATION, | \$172,282 54 |
| Miscellaneous income: park receipts, | 12 91 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$172,295 45 |
| Charges upon income accrued during the year: | |
| Interest on funded debt, | \$63,879 13 |
| Interest and discount on unfunded debts and loans, | 5,096 48 |
| Taxes, State and local, | 23,193 94 |
| Rentals of leased railways: Nashua Street Railway, | 8,975 00 |
| Other deductions from income: park expenses, | 1,685 82 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 102,830 37 |
| NET DIVISIBLE INCOME, | \$69,465 08 |
| Dividends declared (4 per cent), | 108,000 00 |
| Deficit for the period ending May 6, 1901, | \$38,534 92 |
| Amount of surplus September 30, 1900, | 133,974 44 |
| Credits to profit and loss account during the year: | |
| Surplus of Lowell & Suburban Street Railway Company transferred by consolidation, | \$36,349 32 |
| Difference between amount of excise tax accrued and bills rendered, | 02 |
| TOTAL CREDITS, | \$36,349 34 |
| Debits to profit and loss account during the year: premium on bonds retired, | 550 00 |
| NET AMOUNT CREDITED TO PROFIT AND LOSS, | 35,799 34 |
| TOTAL SURPLUS MAY 6, 1901, | \$131,238 86 |

EARNINGS FROM OPERATION.

| | |
|---|--------------|
| Receipts from passengers carried, | \$494,718 80 |
| Receipts from carriage of mails, | 530 40 |
| Receipts from tolls for use of tracks by other companies, | 327 05 |
| Receipts from rentals of buildings and other property, | 1,784 65 |
| Receipts from advertising in cars, | 2,596 93 |
| Receipts from interest on deposits, | 149 85 |
| Other earnings from operation: sundry receipts, | 228 20 |
| GROSS EARNINGS FROM OPERATION, | \$500,335 88 |

EXPENSES OF OPERATION.

| | |
|--|--------------|
| General expenses: | |
| Salaries of general officers and clerks, | \$13,278 75 |
| General office expenses and supplies, | 1,656 52 |
| Legal expenses, | 2,304 65 |
| Insurance, | 33,851 22 |
| Other general expenses: store-room expenses, \$406.78; advertising, \$687.67; miscellaneous general expenses, \$5,651.96; internal revenue, \$789.92, | 7,536 33 |
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | 13,916 80 |
| Repair of electric line construction, | 4,457 31 |
| Repair of buildings, | 1,326 51 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | 17,789 55 |
| Repair of electric equipment of cars, | 15,781 59 |
| Renewal of horses, harnesses, shoeing, etc., | 354 34 |
| Provender and stabling for horses, | 2,028 59 |
| Transportation expenses: | |
| Cost of electric motive power, \$57,332.96; less power sold, \$1,325.10; net, | 56,007 86 |
| Wages and compensation of persons employed in conducting transportation, | 128,084 49 |
| Damages for injuries to persons and property, | 11,556 14 |
| Tolls for trackage over other railways, | 88 16 |
| Rentals of buildings and other property, | 3,793 77 |
| Other transportation expenses: car supplies, \$1,558.16; miscellaneous car service expenses, \$8,418.47; cleaning, oiling and sanding track, \$4,264.13, | 14,240 76 |
| TOTAL OPERATING EXPENSES, | \$328,053 34 |

PROPERTY ACCOUNTS.

| | |
|--|----------------|
| Additions to railway: | |
| Extension of tracks (length, 2,820 feet), | \$27,533 58 |
| New electric line construction (length, 2,820 feet) and additional feeder, | 8,029 83 |
| Other additions to railway: | |
| Engineering, etc., | 5,073 66 |
| Reconstruction, | 1,161 51 |
| Property of Lowell & Suburban Street Railway Company, | 1,332,065 35 |
| TOTAL ADDITIONS TO RAILWAY, | \$1,373,863 93 |

| | | |
|--|--------------|----------------|
| Additions to equipment: | | |
| Additional cars (2 in number), | \$4,202 82 | |
| Electric equipment of same, | 6,508 66 | |
| Other additional rolling stock and vehicles, | 2,119 40 | |
| Other additions to equipment: | | |
| Tools and machinery, \$174.82; office furniture, \$20.00, | 194 82 | |
| Property of Lowell & Suburban Street Railway Company; | 349,118 18 | |
| TOTAL ADDITIONS TO EQUIPMENT, | | \$362,143 88 |
| Additions to land and buildings: | | |
| Property of Lowell & Suburban Street Railway Company, | \$561,922 53 | |
| Additional land necessary for operation of railway, | 3,000 00 | |
| Additional equipment of power stations, | 1,300 59 | |
| New buildings necessary for operation of railway, | 1,117 29 | |
| TOTAL ADDITIONS TO LAND AND BUILDINGS, | | 567,340 41 |
| Additions to other permanent property: property of Lowell & Suburban Street Railway Company, | | 160,984 40 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | | \$2,464,332 62 |
| Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): electric equipment, | | 150 00 |
| NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, | | \$2,464,182 62 |

GENERAL BALANCE SHEET MAY 6, 1901.

| | ASSETS. | Dr. |
|--|----------------|----------------|
| Cost of railway: | | |
| Roadbed and tracks, | \$2,528,126 19 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 425,795 90 | |
| Interest accrued during construction of rail- way, | 57,459 65 | |
| Engineering and other expenses incident to construction, | 91,302 31 | |
| Other items of railway cost: reconstruction, | 1,161 51 | |
| | <hr/> | |
| TOTAL COST OF RAILWAY OWNED, | | \$3,103,845 56 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, . . | \$629,007 71 | |
| Electric equipment of same, | 384,511 40 | |
| Horses, | 5,741 76 | |
| Other items of equipment: office furniture, \$2,045.28; tools and machinery, \$15,- 808.97; sundry, \$53,660.43, | 71,514 68 | |
| | <hr/> | |
| TOTAL COST OF EQUIPMENT OWNED, | | 1,090,775 55 |
| Cost of land and buildings: | | |
| Land necessary for operation of railway, . . | \$191,108 10 | |
| Electric power stations, including equipment, | 807,620 67 | |
| Other buildings necessary for operation of railway, | 253,192 18 | |
| | <hr/> | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | 1,251,920 95 |

| | | |
|--|--------------|----------------|
| Other permanent property: | | |
| Tenements, | \$2,162 00 | |
| Discontinued car house and stables, | 77,188 93 | |
| Park land and buildings, | 72,341 12 | |
| Park equipment, | 12,428 25 | |
| TOTAL COST OF OTHER PERMANENT PROPERTY OWNED, | | \$164,120 30 |
| TOTAL PERMANENT INVESTMENTS, | | \$5,610,662 36 |
| Cash and current assets: | | |
| Cash, | \$25,740 79 | |
| Bills and accounts receivable, | 11,282 98 | |
| Other cash and current assets: | | |
| Prepaid insurance, \$18,040.57; legal, \$260.31, | 18,300 88 | |
| Prepaid interest, \$368.93; coupon deposits, \$12,215.60, | 12,583 93 | |
| Deposit for redemption of bonds, | 11,000 00 | |
| TOTAL CASH AND CURRENT ASSETS, | | 78,908 58 |
| Miscellaneous assets: | | |
| Materials and supplies, | \$55,109 90 | |
| Other assets and property: | | |
| Nashua Street Railway property, | 8,619 23 | |
| Nashua Street Railway lease account, | 11,325 26 | |
| TOTAL MISCELLANEOUS ASSETS, | | 75,054 39 |
| TOTAL, | | \$5,764,625 33 |
| LIABILITIES. | | Cr. |
| Capital stock, | | \$2,720,000 00 |
| Funded debt, | | 2,433,000 00 |
| Current liabilities: | | |
| Loans and notes payable, | \$245,200 00 | |
| Audited vouchers and accounts, | 22,756 60 | |
| Salaries and wages, | 7,270 03 | |
| Dividends not called for, | 108,000 00 | |
| Matured interest coupons unpaid, | 11,940 00 | |
| Miscellaneous current liabilities: | | |
| Deposit for employees' badges and passes, | 345 00 | |
| Tickets outstanding, | 1,111 37 | |
| TOTAL CURRENT LIABILITIES, | | 396,623 00 |
| Accrued liabilities: | | |
| Interest accrued and not yet due, | \$44,587 42 | |
| Taxes accrued and not yet due, | 15,271 48 | |
| Rentals accrued and not yet due, | 4,764 00 | |
| Miscellaneous accrued liabilities: | | |
| Accrued interest on loans, | 1,815 36 | |
| Accrued sundry expenses, | 141 67 | |
| TOTAL ACCRUED LIABILITIES, | | 66,579 93 |
| Sinking and other special funds: | | |
| Winter expense fund, | \$4,470 44 | |
| Renewal fund, | 12,713 10 | |
| TOTAL SINKING AND OTHER SPECIAL FUNDS, | | 17,183 54 |
| Profit and loss balance (surplus), | | 131,238 86 |
| TOTAL, | | \$5,764,625 33 |

| CAPITAL STOCK. | | | |
|--|-------------|----|----------------|
| Capital stock authorized by law, | \$3,100,000 | 00 | |
| Capital stock authorized by votes of company, | 3,100,000 | 00 | |
| Capital stock issued and outstanding, | | | \$2,700,000 00 |
| Amount paid in on 4,000 shares not yet issued, | | | 20,000 00 |
| TOTAL CAPITAL STOCK LIABILITY, | | | \$2,720,000 00 |
| Number of shares issued and outstanding, | 27,000 | | |
| Number of stockholders, | 18 | | |
| Number of stockholders in Massachusetts, | 18 | | |
| Amount of stock held in Massachusetts, | \$2,700,000 | 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|--|-------------------|-------------------|---------------------|--------------------------------|
| | Per Cent. | | | |
| Lowell, Lawrence & Haverhill Street Railway Company first mortgage bonds (\$350,000 of the authorized issue of \$1,900,000 held by trustee to retire \$350,000 Merrimack Valley Street Railway Company bonds), | 5 | June 1, 1923, | \$1,019,000 00 | \$29,720 83 |
| Lowell & Suburban Street Railway Company first mortgage bonds, | 5 | Dec. 1, 1911, | 1,000,000 00 | 22,083 31 |
| Merrimack Valley Street Railway Company first mortgage bonds, | 5 | April 1, 1911, | 350,000 00 | 10,208 33 |
| People's Street Railway Company first mortgage bonds, | 5 | Jan. 1, 1928, | 64,000 00 | 1,866 66 |
| TOTALS, | | | \$2,433,000 00 | \$63,879 13 |

SINKING AND OTHER SPECIAL FUNDS.

| | | |
|--|-------------|-------------|
| Amount September 30, 1900, of renewal fund, | | \$14,309 03 |
| Additions during the year to renewal fund, | \$14,096 30 | |
| Additions during the year to winter expense fund, | 10,000 00 | |
| | | 24,096 30 |
| TOTAL, INCLUDING ADDITIONS, | | \$38,405 33 |
| Deductions during the year from renewal fund, | \$15,692 23 | |
| Deductions during the year from winter expense fund, | 5,529 56 | |
| | | 21,221 79 |
| TOTAL SINKING AND OTHER SPECIAL FUNDS MAY 6, 1901, | | \$17,183 54 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|------------|
| Number of passengers paying revenue carried during the year, | 11,434,996 |
| Number carried per mile of main railway track operated, | 79,665 |
| Number of car miles run, | 2,591,202 |
| Average number of persons employed, | 635 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Not Equipped. | Total Passenger Cars. | Equipped with Fenders. | Equipped with Electric Heaters. | Equipped with Stoves. | Number of Motors. |
|----------------------------------|------------------------------|---------------|-----------------------|------------------------|---------------------------------|-----------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | | | | |
| Box passenger cars, | 127 | 11 | 136 | 127 | 116 | 11 | - |
| Open passenger cars, | 149 | 23 | 177 | 149 | - | - | - |
| TOTAL, | 276 | 39 | 313 | 276 | 116 | 11 | 352 |
| CARS — OTHER SERVICE. | | | | | | | |
| Box freight cars, | 3 | - | - | - | - | - | - |
| Platform freight cars, | - | 11 | - | - | - | - | - |
| Work cars, | - | 4 | - | - | - | - | - |
| TOTAL, | 3 | 15 | - | - | - | - | 6 |
| Snow ploughs, | 42 | 9 | - | - | - | - | 84 |

MISCELLANEOUS EQUIPMENT.

| | |
|---|----|
| Carts and snow sleds, | 22 |
| Other railway rolling stock: snow levellers, 7; walkaways, 3, | 10 |
| Other highway vehicles: driving wagons and buggies, 7; express wagons, 9; tower wagons, 3; emergency wagons, 2; road machines, 6; sleighs, 9; pungs, 2; open wagons, 3, | 41 |
| Horses, | 22 |
| Harnesses (double, 13; single, 16), | 29 |
| Other items of equipment: repair shop machinery and tools, park equipments and track and line tools. | |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| RAILWAY OWNED, ETC. | Owned. | Held under Lease or Contract. | Trackage over Other Railways. | Total Owned etc. |
|---|----------------|-------------------------------|-------------------------------|------------------|
| | Miles. | Miles. | Miles. | Miles. |
| Length of railway line, | 103.759 | 14.120 | .232 | 118.111 |
| Length of second main track, | 24.678 | .750 | - | 25.428 |
| TOTAL LENGTH OF MAIN TRACK, | 128.437 | 14.870 | .232 | 143.539 |
| Length of sidings, switches, etc., | 3.176 | .630 | - | 3.806 |
| TOTAL, COMPUTED AS SINGLE TRACK, | 131.613 | 15.500 | .232 | 147.345 |

RAILWAY LOCATED OUTSIDE OF MASSACHUSETTS.

| | |
|--|---------------|
| Length of railway line, | 14.120 miles. |
| Length of second main track, | .750 " |
| Total length of main track, | 14.870 " |
| Length of sidings, switches, etc., | .630 " |
| Total, computed as single track, | 15.500 " |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|--|--------------|
| Length of railway line, | 7.910 miles. |
| Length of second main track, | .475 " |
| Total length of main track, | 8.385 " |

Names of the several cities and towns in which the railways operated by the company are located: Lowell, Billerica, Chelmsford, Tyngsborough, Tewksbury, Dracut, Methuen, Lawrence, Andover, North Andover, Haverhill, Groveland, West Newbury and Newburyport.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|--|-------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of company's railway with railroads at grade (24 in number), viz.: | | |
| With Boston & Maine Railroad as follows: | | |
| At Bridge Street, Lowell,* | 2 | 2 |
| At East Merrimack Street, Lowell,* | 1 | 2 |
| At Lawrence Street, Lowell,* | 2 | 1 |
| At Lawrence Street, Lowell,* | 1 | 1 |
| At Merrimack Street, Lowell,* | 1 | 2 |
| At Broadway, Lowell,* | 1 | 1 |
| At Gorham Street, Lowell,* | 1 | 2 |
| At Billerica, | 2 | 1 |
| At Central Street, Lowell,* | 1 | 2 |
| At Fletcher Street, Lowell,* | 2 | 1 |
| At Middlesex Street, Lowell, | 2 | 1 |
| At Middlesex Street, Lowell, | 3 | 1 |
| At North Chelmsford,* | 1 | 2 |
| At North Chelmsford, | 1 | 2 |
| At Washington Street, Haverhill, | 4 | 2 |
| At Essex Street, Haverhill, | 4 | 1 |
| At Water Street, Lawrence, | 6 | 1 |
| At North Broadway, Lawrence, | 2 | 1 |
| At South Broadway, Lawrence, | 5 | 1 |
| At Andover Street, Lawrence, | 5 | 1 |
| At Union Street, Lawrence,* | 2 | 1 |
| At North Andover Depot, North Andover, | 2 | 1 |
| At Water Street, North Andover, | 2 | 1 |
| With New York, New Haven & Hartford Railroad, Chelmsford Centre, | 1 | 1 |
| TOTAL NUMBER OF TRACKS AT CROSSINGS, | 54 | 32 |

Number of above crossings at which *frogs* are inserted in the tracks, . . . 24

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | - | 1 | 1 | 1 | 1 |
| Employees, | - | - | 1 | - | 1 | - |
| Other persons, | - | - | - | - | - | - |
| TOTALS, | - | - | 2 | 1 | 2 | 1 |

* Used exclusively for carrying freight to corporations.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

LOWELL, LAWRENCE & HAVERHILL STREET RAILWAY COMPANY,
MERRIMACK SQUARE, LOWELL, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Alexander B. Bruce, *President*, Lawrence, Mass. Patrick F. Sullivan, *Vice-President*, Boston, Mass. Joseph H. Goodspeed, *Treasurer*, Boston, Mass. William A. Fisher, *Clerk of Corporation*, Lowell, Mass. John P. Sweeney, *General Counsel*, Lawrence, Mass. D. Dana Bartlett, *Auditor*, Boston, Mass. Elwin C. Foster, *General Manager*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Alexander B. Bruce, Lawrence, Mass. Patrick F. Sullivan, Lowell, Mass. Percy Parker, Lowell, Mass. Philip L. Saltonstall, Boston, Mass. Joseph H. Goodspeed, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

P. F. SULLIVAN,
J. H. GOODSPEED,
PERCY PARKER,
PHILIP L. SALTONSTALL,
Directors.
J. H. GOODSPEED,
Treasurer.
E. C. FOSTER,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. LOWELL, Nov. 4, 1901. Then personally appeared the above-named Percy Parker, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

W. A. FISHER,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 5, 1901. Then personally appeared the above-named P. F. Sullivan, J. H. Goodspeed, Philip L. Saltonstall and E. C. Foster, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

D. DANA BARTLETT,
Notary Public.

REPORT

OF THE

LOWELL & SUBURBAN STREET RAILWAY COMPANY

FOR THE PERIOD ENDING NOVEMBER 21, 1900.

[Consolidated with the Lowell, Lawrence & Haverhill November 21, 1900.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|-------------|
| Gross earnings from operation, | \$70,382 35 |
| Operating expenses, | 49,541 58 |
| NET EARNINGS FROM OPERATION, | \$20,840 77 |
| Miscellaneous income: park receipts, | 10 00 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$20,850 77 |
| Charges upon income accrued during the year: | |
| Interest on funded debt, | \$7,083 35 |
| Interest and discount on unfunded debts and loans, | 1,061 68 |
| Taxes, State and local, | 3,581 54 |
| Rentals of leased railways: Nashua Street Railway, | 3,275 00 |
| Payments to sinking and other special funds: renewal fund, | 5,000 00 |
| Other deductions from income: park expense, | 214 55 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 20,216 12 |
| NET DIVISIBLE INCOME, | \$634 65 |
| Dividends declared (3½ per cent), | 42,000 00 |
| Deficit for the period ending November 21, 1900, | \$41,365 35 |
| Amount of surplus September 30, 1900, | 88,224 36 |
| Credits to profit and loss account during the year: net divisible income Nashua Street Railway July 1 to September 30, 1900, | \$3,179 46 |
| Debits to profit and loss account during the year: | |
| Old accounts charged off, | \$3,540 73 |
| Adjustment of supply account, | 7,956 38 |
| Adjustment of interest account, | 2,192 04 |
| TOTAL DEBITS, | 13,689 15 |
| NET AMOUNT DEBITED TO PROFIT AND LOSS, | 10,509 69 |
| TOTAL SURPLUS NOVEMBER 21, 1900, | \$36,349 32 |

EARNINGS FROM OPERATION.

| | |
|---|-------------|
| Receipts from passengers carried, | \$69,205 31 |
| Receipts from carriage of mails, | 28 32 |
| Receipts from tolls for use of tracks by other companies, | 88 16 |
| Receipts from rentals of buildings and other property, | 588 28 |
| Receipts from advertising in cars, | 376 45 |
| Receipts from interest on deposits, | 13 83 |
| Other earnings from operation : miscellaneous, | 82 00 |

| | |
|--|-------------|
| GROSS EARNINGS FROM OPERATION, | \$70,382 35 |
|--|-------------|

EXPENSES OF OPERATION.

| | |
|--|-------------|
| General expenses : | |
| Salaries of general officers and clerks, | \$1,980 91 |
| General office expenses and supplies, | 130 23 |
| Insurance, | 4,783 85 |
| Other general expenses: storeroom, \$128.04; advertising, \$227.66; miscellaneous general, \$2,249.38; internal revenue, \$745.70, | 3,350 78 |
| Maintenance of roadway and buildings : | |
| Repair of roadbed and track, | 2,697 57 |
| Repair of electric line construction, | 1,413 57 |
| Removal of snow and ice, | 2 50 |
| Repair of buildings, | 509 65 |
| Maintenance of equipment : | |
| Repair of cars and other vehicles, | 2,025 49 |
| Repair of electric equipment of cars, | 2,550 87 |
| Renewal of horses, harnesses, shoeing, etc., | 502 84 |
| Transportation expenses : | |
| Cost of electric motive power, \$9,392.10; less power sold, \$2,072.10; net, | 7,320 00 |
| Wages and compensation of persons employed in conducting transportation, | 19,482 17 |
| Damages for injuries to persons and property, | 321 65 |
| Rentals of buildings and other property, | 467 49 |
| Other transportation expenses: car service supplies, \$263.64; car service expenses, \$1,227.30; cleaning and sanding track, \$511.07, | 2,002 01 |
| TOTAL OPERATING EXPENSES, | \$49,541 58 |

PROPERTY ACCOUNTS.

| | |
|---|------------|
| Additions to railway : | |
| Extension of tracks, | \$89 53 |
| New electric line construction, | 353 09 |
| Other additions to railway: engineering, etc., | 532 37 |
| TOTAL ADDITIONS TO RAILWAY, | \$974 99 |
| Additions to equipment : | |
| Additional cars, | \$202 50 |
| Other additions to equipment: sundry equipment, | 13 44 |
| TOTAL ADDITIONS TO EQUIPMENT, | 215 94 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$1,190 93 |

| | | |
|--|----------------|----------------|
| Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): tools and machinery, | | \$470 70 |
| NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, | | \$720 23 |
| GENERAL BALANCE SHEET NOVEMBER 21, 1900. | | |
| ASSETS. | | Dr. |
| Cost of railway: | | |
| Roadbed and tracks, | \$1,018,157 76 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 201,746 38 | |
| Interest accrued during construction of railway, | 48,250 87 | |
| Engineering and other expenses incident to construction, | 63,910 34 | |
| TOTAL COST OF RAILWAY OWNED, | | \$1,332,065 35 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, | \$325,464 53 | |
| Horses, | 760 00 | |
| Other items of equipment: machinery and tools, \$14,441.76; other articles of equipment, \$6,789.77; office and waiting rooms, \$1,662.12, | 22,893 65 | |
| TOTAL COST OF EQUIPMENT OWNED, | | 349,118 18 |
| Cost of land and buildings: | | |
| Land necessary for operation of railway, | \$73,783 71 | |
| Electric power stations, including equipment, | 377,092 85 | |
| Other buildings necessary for operation of railway, | 111,045 97 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | 561,922 53 |
| Other permanent property: | | |
| Discontinued car houses and stables, | \$77,188 93 | |
| Park land and buildings, | 72,341 12 | |
| Park equipment, | 11,454 35 | |
| TOTAL COST OF OTHER PERMANENT PROPERTY OWNED, | | 160,984 40 |
| TOTAL PERMANENT INVESTMENTS, | | \$2,404,090 46 |
| Cash and current assets: | | |
| Cash, | \$14,102 81 | |
| Bills and accounts receivable, | 11,108 44 | |
| Other cash and current assets: | | |
| Coupon deposits, \$490; prepaid taxes, \$2,738.82, | 3,228 82 | |
| Prepaid interest, \$375.51; insurance, \$4,848.64, | 5,224 15 | |
| TOTAL CASH AND CURRENT ASSETS, | | 33,664 22 |
| Miscellaneous assets: | | |
| Materials and supplies, | \$41,061 33 | |
| Other assets and property: | | |
| Nashua Street Railway property account, | 3,477 05 | |
| Nashua Street Railway lease account, | 60,625 26 | |
| TOTAL MISCELLANEOUS ASSETS, | | 105,163 64 |
| TOTAL, | | \$2,542,918 32 |

| LIABILITIES. | | CR. | |
|--|-----------|-----|----------------|
| Capital stock, | | | \$1,200,000 00 |
| Funded debt, | | | 1,000,000 00 |
| Current liabilities: | | | |
| Loans and notes payable, | \$219,500 | 00 | |
| Audited vouchers and accounts, | 30,231 | 01 | |
| Matured interest coupons unpaid, | 490 | 00 | |
| Miscellaneous current liabilities: | | | |
| Outstanding tickets, | 800 | 70 | |
| Conductors' deposits for badges, | 212 | 00 | |
| TOTAL CURRENT LIABILITIES, | | | 251,233 71 |
| Accrued liabilities: | | | |
| Interest accrued and not yet due, | \$24,963 | 99 | |
| Rentals accrued and not yet due, | 6,275 | 00 | |
| TOTAL ACCRUED LIABILITIES, | | | 31,238 99 |
| Sinking and other special funds: | | | |
| Renewal fund, | \$14,096 | 30 | |
| Winter expense fund, | 10,000 | 00 | |
| TOTAL SINKING AND OTHER SPECIAL FUNDS, | | | 24,096 30 |
| Profit and loss balance (surplus), | | | 36,349 32 |
| TOTAL, | | | \$2,542,918 32 |

| CAPITAL STOCK. | | |
|---|-------------|----------------|
| Capital stock authorized by law, | \$1,200,000 | 00 |
| Capital stock authorized by votes of company, | 1,200,000 | 00 |
| Capital stock issued and outstanding, | | \$1,200,000 00 |
| Number of shares issued and outstanding, | 12,000 | |
| Number of stockholders, | 22 | |
| Number of stockholders in Massachusetts, | 21 | |
| Amount of stock held in Massachusetts, | \$1,199,000 | 00 |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|--------------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage gold bonds, | Per Cent. 5 | Dec. 1, 1911, . | \$1,000,000 00 | \$7,083 35 |

SINKING AND OTHER SPECIAL FUNDS.

| | |
|--|-------------|
| Amount September 30, 1900, of winter expense fund, | \$10,000 00 |
| Amount September 30, 1900, of renewal fund, | 10,000 00 |
| TOTAL, SEPTEMBER 30, 1900, | \$20,000 00 |
| Additions during the year to renewal fund, | 5,000 00 |
| TOTAL, INCLUDING ADDITIONS, | \$25,000 00 |
| Deductions during the year from renewal fund, | 903 70 |
| TOTAL SINKING AND OTHER SPECIAL FUNDS NOVEMBER 21, 1900, | \$24,096 30 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|-----------|
| Number of passengers paying revenue carried during the year, | 1,255,056 |
| Number carried per mile of main railway track operated, | 16,048 |
| Number of car miles run, | 298,945 |
| Average number of persons employed, | 305 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Not Equipped. | Total Pas- senger Cars. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|----------------------------------|---------------------------------|------------------|----------------------------|---------------------------|------------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | | | |
| Box passenger cars, | 54 | 10 | 64 | 54 | 54 | - |
| Open passenger cars, | 68 | 12 | 80 | 68 | - | - |
| TOTAL, | 122 | 22 | 144 | 122 | 54 | 164 |
| CARS — OTHER SERVICE. | | | | | | |
| Platform freight cars, | - | 6 | - | - | - | - |
| Snow ploughs, | 20 | 4 | - | - | - | 40 |

MISCELLANEOUS EQUIPMENT.

| | |
|--|----|
| Carts and snow sleds, | 13 |
| Other highway vehicles: 3 road scrapers, 1 tower wagon, 2 pungs, 4 sleighs, 1 emergency wagon, 1 top buggy, 3 open wagons, 3 express wagons, | 18 |
| Horses, | 10 |
| Harnesses (double, 8; single, 8), | 16 |
| Other items of equipment: park equipments, repair shop, tools and machinery and track and line tools. | |

RAILWAY OWNED, LEASED AND OPERATED (BY ELECTRIC POWER).

| RAILWAY OWNED, ETC. | Owned. | Held under Lease or Contract. | Total Owned, etc. |
|--|--------|-------------------------------------|-------------------------|
| | Miles. | Miles. | Miles. |
| Length of railway line, | 47.298 | 14.120 | 61.418 |
| Length of second main track, | 16.036 | .750 | 16.786 |
| TOTAL LENGTH OF MAIN TRACK, | 63.334 | 14.870 | 78.204 |
| Length of sidings, switches, etc., | 1.320 | .630 | 1.950 |
| TOTAL, COMPUTED AS SINGLE TRACK, | 64.654 | 15.500 | 80.154 |

RAILWAY LOCATED OUTSIDE OF MASSACHUSETTS.

| | |
|--|---------------|
| Length of railway line, | 14.120 miles. |
| Length of second main track, | .750 " |
| Total length of main track, | 14.870 " |
| Length of sidings, switches, etc., | .630 " |
| Total, computed as single track, | 15.500 " |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|-------------|
| Length of railway line, | .746 miles. |
|-----------------------------------|-------------|

Names of the several cities and towns in which the railways operated by the company are located: Lowell, Billerica, Chelmsford, Tyngsborough, Tewksbury and Dracut.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|---|----------------------------------|----------|
| | Railroad. | Railway. |
| Crossing of company's railway with railroads at grade (15 in number), viz.: | | |
| With Boston & Maine Railroad as follows: | | |
| At East Merrimack Street, Lowell,* | 1 | 2 |
| At Bridge Street, Lowell,* | 2 | 2 |
| At Lawrence Street, Lowell,* | 2 | 1 |
| At Lawrence Street, Lowell,* | 1 | 1 |
| At Merrimack Street, Lowell,* | 1 | 2 |
| At Broadway, Lowell,* | 1 | 1 |
| At Gorham Street, Lowell,* | 1 | 2 |
| At Billerica, | 2 | 1 |
| At Central Street, Lowell,* | 1 | 2 |
| At Fletcher Street, Lowell,* | 2 | 1 |
| At Middlesex Street, Lowell, | 2 | 1 |
| At Middlesex Street, Lowell, | 3 | 1 |
| At North Chelmsford,* | 1 | 2 |
| At North Chelmsford, | 1 | 2 |
| With New York, New Haven & Hartford Railroad, Chelmsford Centre, | 1 | 1 |
| TOTAL NUMBER OF TRACKS AT CROSSINGS, | 22 | 22 |

Number of above crossings at which *frogs* are inserted in the tracks, . 15

CORPORATE NAME AND ADDRESS OF THE COMPANY.

LOWELL & SUBURBAN STREET RAILWAY COMPANY,

MERRIMACK SQUARE, LOWELL, MASS.

* Used exclusively for carrying freight to corporations.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Edward M. Tucke, *President*, Lowell, Mass. August Fels, *Vice-President*, Lowell, Mass. Percy Parker, *Treasurer*, Lowell, Mass. Patrick F. Sullivan, *Clerk of Corporation*, Lowell, Mass. George F. Richardson, *General Counsel*, Lowell, Mass. D. Dana Bartlett, *Auditor*, Lowell, Mass. Elwin C. Foster, *General Manager*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Edward M. Tucke, Lowell, Mass. Percy Parker, Lowell, Mass. Patrick F. Sullivan, Lowell, Mass. August Fels, Lowell, Mass. Ethan A. Smith, Lowell, Mass. John Lennon, Lowell, Mass. Miles F. Brennan, Boston, Mass. Thomas Costello, Lowell, Mass. Mayer S. Bernheimer, New York, N. Y.

We hereby certify that the statements contained in the foregoing report are full, just and true.

P. F. SULLIVAN,
PERCY PARKER,
EDWARD M. TUCKE,
THOMAS COSTELLO,
E. A. SMITH,
AUGUST FELS,
Directors.
PERCY PARKER,
Treasurer.
E. C. FOSTER,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 4, 1901. Then personally appeared the above-named P. F. Sullivan and E. C. Foster, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, D. DANA BARTLETT,
Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. LOWELL, Nov. 4, 1901. Then personally appeared the above-named Percy Parker, Edward M. Tucke, Thomas Costello, E. A. Smith and August Fels, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, W. A. FISHER,
Justice of the Peace.

REPORT

OF THE

MARLBOROUGH STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|-------------|
| Gross earnings from operation, | \$59,103 02 |
| Operating expenses, | 44,505 96 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$14,597 06 |
| Charges upon income accrued during the year: | |
| Interest on funded debt, | \$4,020 00 |
| Interest and discount on unfunded debts and loans, | 3,600 16 |
| Taxes, State and local, | \$1,985 88 |
| Taxes, commutation, | 960 65 |
| | 2,946 53 |
| Other deductions from income: amusements, | 70 00 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 10,636 69 |
| Surplus for the year ending September 30, 1901, | \$3,960 37 |
| Amount of surplus September 30, 1900, | 1,522 86 |
| | \$5,483 23 |
| Debits to profit and loss account during the year: settlement of sundry accounts chargeable to year ending September 30, 1900, | 230 68 |
| TOTAL SURPLUS SEPTEMBER 30, 1901, | \$5,252 55 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$41,330 86 |
| Receipts from tolls for use of tracks by other companies, | 425 51 |
| Receipts from rentals of buildings and other property, | 51 15 |
| Receipts from advertising in cars, | 143 08 |
| Other earnings from operation: amount received from Framingham, Southborough & Marlborough Street Railway Company for operation of road by agreement, | 17,152 42 |
| GROSS EARNINGS FROM OPERATION, | \$59,103 02 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks, | \$2,588 83 |
| General office expenses and supplies, | 244 81 |

| | |
|--|--------------------|
| General expenses — <i>Concluded.</i> | |
| Insurance, | \$912 00 |
| Other general expenses, | 650 41 |
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | 2,942 84 |
| Repair of electric line construction, | 669 71 |
| Removal of snow and ice, | 263 15 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | 1,023 76 |
| Repair of electric equipment of cars, | 449 28 |
| Transportation expenses: | |
| Cost of electric motive power, | 9,581 48 |
| Wages and compensation of persons employed in conducting transportation, | 17,869 35 |
| Damages for injuries to persons and property, | 1,220 42 |
| Rentals and other property (use of equipment), | 237 56 |
| Other transportation expenses: | |
| Oil, waste, etc., | 167 16 |
| Transfers, | 5,685 20 |
| TOTAL OPERATING EXPENSES, | \$44,505 96 |

PROPERTY ACCOUNTS.

Additions to railway:

| | |
|--|------------|
| Extension of tracks (taking up one-half mile of 30-pound tram-rail and relaying with 60-pound T-rail), | \$5,049 92 |
| New electric line construction, | 57 36 |
| Other additions to railway: engineering expenses, | 152 25 |

TOTAL ADDITIONS TO RAILWAY, \$5,259 53

Additions to equipment:

| | |
|---|------------|
| Additional cars (2 in number), with double trucks and electric equipment of same, | \$8,470 74 |
| Other additions to equipment: extra registers, heaters, fenders, etc., | 576 67 |

TOTAL ADDITIONS TO EQUIPMENT, 9,047 41

Additions to land and buildings: additional equipment of power stations,

142 70

TOTAL ADDITIONS TO PROPERTY ACCOUNTS, \$14,449 64

GENERAL BALANCE SHEET, SEPTEMBER 30, 1901.

| | ASSETS. | DR. |
|--|--------------|---------------------|
| Cost of railway: | | |
| Roadbed and tracks, | \$109,084 50 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 19,838 46 | |
| Engineering and other expenses incident to construction, | 2,355 19 | |
| TOTAL COST OF RAILWAY OWNED, | | \$131,278 15 |

| | | |
|---|-------------|---------------------|
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles and electric equipment of same, | \$42,161 13 | |
| Other items of equipment: fenders, heaters, etc., | 1,431 77 | |
| TOTAL COST OF EQUIPMENT OWNED, | | \$43,592 90 |
| Cost of land and buildings: | | |
| Land necessary for operation of railway, | \$7,727 59 | |
| Electric power stations, including equipment, | 31,319 57 | |
| Other buildings necessary for operation of railway, | 6,731 17 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | 45,778 38 |
| TOTAL PERMANENT INVESTMENTS, | | \$220,649 38 |
| Cash and current assets: | | |
| Cash, | \$1,031 01 | |
| Bills and accounts receivable, | 439 05 | |
| Sinking and other special funds, | 4,000 00 | |
| Other cash and current assets: | | |
| Prepaid insurance, | 690 76 | |
| Prepaid interest, | 594 30 | |
| TOTAL CASH AND CURRENT ASSETS, | | 6,755 12 |
| Miscellaneous assets: | | |
| Materials and supplies, | \$3,298 15 | |
| Other assets and property: first mortgage bonds in treasury, | 13,000 00 | |
| TOTAL MISCELLANEOUS ASSETS, | | 16,298 15 |
| TOTAL, | | \$243,702 65 |
| LIABILITIES. | | CR. |
| Capital stock, | | \$80,000 00 |
| Funded debt, | | 80,000 00 |
| Current liabilities: | | |
| Loans and notes payable, | \$62,500 00 | |
| Audited vouchers and accounts, | 9,933 20 | |
| TOTAL CURRENT LIABILITIES, | | 72,433 20 |
| Accrued liabilities: | | |
| Interest accrued and not yet due, | \$1,056 25 | |
| Taxes accrued and not yet due, | 960 65 | |
| TOTAL ACCRUED LIABILITIES, | | 2,016 90 |
| Sinking and other special funds, | | 4,000 00 |
| Profit and loss balance (surplus), | | 5,252 55 |
| TOTAL, | | \$243,702 65 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$80,000 00 | |
| Capital stock authorized by votes of company, | 80,000 00 | |
| Capital stock issued and outstanding, | | \$80,000 00 |
| Number of shares issued and outstanding, | 800 | |
| Number of stockholders, | 13 | |
| Number of stockholders in Massachusetts, | 13 | |
| Amount of stock held in Massachusetts, | \$80,000 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|----------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage gold bonds, . . . | Per Cent. 6 | July 2, 1914, . | \$67,000 00 | \$4,020 00 |

SINKING AND OTHER SPECIAL FUNDS.

| | |
|---|------------|
| Amount September 30, 1900, of renewal and improvement fund, | \$500 00 |
| Amount September 30, 1900, of sinking fund, | 4,000 00 |
| TOTAL, SEPTEMBER 30, 1900, | \$4,500 00 |
| Deductions during the year from renewal and improvement fund, | 500 00 |
| TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1901, | \$4,000 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|---------|
| Number of passengers paying revenue carried during the year, | 819,797 |
| Number carried per mile of main railway track operated, . | 54,639 |
| Number of car miles run, | 176,772 |
| Average number of persons employed, | 40 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Not equipped. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|--------------------------------|------------------------------|---------------|------------------------|---------------------------------|-------------------|
| CARS—PASSENGER SERVICE. | | | | | |
| Box passenger cars, | 7 | — | 7 | 7 | — |
| Open passenger cars, | 10 | — | 10 | — | — |
| TOTAL, | 17 | — | 17 | 7 | 29 |
| CARS—OTHER SERVICE. | | | | | |
| Work cars, | — | 1 | — | — | — |
| Snow ploughs, | 2 | 1 | — | — | — |

MISCELLANEOUS EQUIPMENT.

| | |
|--|---|
| Carts and snow sleds, | 2 |
| Other highway vehicles: tower wagon, | 1 |
| Horses, | 1 |
| Harnesses (single), | 2 |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| RAILWAY OWNED, ETC. | Owned. | Operated under Contract. | Total Owned, etc. |
|--|--------|--------------------------|-------------------|
| | Miles. | Miles. | Miles. |
| Length of railway line, | 7.641 | 7.463 | 15.004 |
| Length of sidings, switches, etc., | .572 | .141 | .713 |
| TOTAL, COMPUTED AS SINGLE TRACK, | 8.113 | 7.604 | 15.717 |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|--------------|
| Length of railway line, | 2.137 miles. |
|-----------------------------------|--------------|

Names of the several cities and towns in which the railways operated by the company are located: Marlborough, Hudson, Southborough and Framingham.

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | 1 | - | 1 | - | 2 |
| Employees, | - | - | - | - | - | - |
| Other persons, | - | - | - | - | - | - |
| TOTALS, | - | 1 | - | 1 | - | 2 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

MARLBOROUGH STREET RAILWAY COMPANY,

MARLBOROUGH, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

James F. Shaw, *President*, 8 Congress Street, Boston, Mass. George A. Butman, *Treasurer and Clerk of Corporation*, 8 Congress Street, Boston, Mass. Arthur C. Ralph, *Superintendent*, Marlborough, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

James F. Shaw, Brookline, Mass. Edward P. Shaw, Jr., Brookline, Mass. Thomas T. Robinson, Dedham, Mass. S. H. Howe, Marlborough, Mass. Wm. S. Reed, Leominster, Mass. George A. Butman, Malden, Mass. Edward P. Shaw, Newburyport, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JAMES F. SHAW,
GEO. A. BUTMAN,
EDWARD P. SHAW, JR.,
EDWARD P. SHAW,
Directors.
GEO. A. BUTMAN, *Treasurer.*
A. C. RALPH, *Superintendent.*

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 11, 1901. Then personally appeared the above-named James F. Shaw, Geo. A. Butman, Edward P. Shaw, Jr., and Edward P. Shaw, directors, Geo. A. Butman, treasurer, and A. C. Ralph, superintendent, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ARTHUR W. CLAPP,
Justice of the Peace.

REPORT

OF THE

MARLBOROUGH & WESTBOROUGH STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

[Commenced operation May 1, 1901.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|-------------|
| Gross earnings from operation, | \$20,689 28 |
| Operating expenses, | 11,609 05 |
| NET EARNINGS FROM OPERATION, | \$9,080 23 |
| Miscellaneous income: earnings from park, | 650 00 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$9,730 23 |
| Charges upon income accrued during the year: | |
| Interest on funded debt, | \$2,000 00 |
| Interest and discount on unfunded debts and loans, | 2,285 23 |
| Other deductions from income: maintenance of pleasure grounds, | 1,111 96 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 5,397 19 |
| Surplus for the year ending September 30, 1901, | \$4,333 04 |
| TOTAL SURPLUS SEPTEMBER 30, 1901, | \$4,333 04 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$20,652 00 |
| Receipts from advertising in cars, | 25 00 |
| Receipts from interest on deposits, | 4 28 |
| Other earnings from operation: damages repaid, | 8 00 |
| GROSS EARNINGS FROM OPERATION, | \$20,689 28 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks, | \$777 66 |
| General office expenses and supplies, | 499 72 |
| Legal expenses, including mortgage and bonds, | 653 02 |
| Insurance, | 127 79 |
| Other general expenses: advertising and civil engineer's reports, | 120 96 |

| | |
|--|--------------------|
| Maintenance of roadway and buildings : | |
| Repair of roadbed and track, | \$21 40 |
| Repair of electric line construction, | 91 24 |
| Repair of buildings, | 42 15 |
| Maintenance of equipment : | |
| Repair of cars and other vehicles, | 550 86 |
| Repair of electric equipment of cars, | 462 35 |
| Transportation expenses : | |
| Cost of electric motive power, | 3,693 07 |
| Wages and compensation of persons employed in conducting transportation, | 4,153 56 |
| Damages for injuries to persons and property, | 17 50 |
| Other transportation expenses: oil, waste, tickets, etc., | 397 77 |
| TOTAL OPERATING EXPENSES, | \$11,609 05 |

PROPERTY ACCOUNTS.

| | |
|--|---------------------|
| Additions to railway :* | |
| Extension of tracks, | \$101,205 56 |
| New electric line construction, | 25,316 53 |
| Other additions to railway : | |
| Interest account, | 4,223 62 |
| Engineering, etc., | 6,985 85 |
| TOTAL ADDITIONS TO RAILWAY, | \$137,731 56 |
| Additions to equipment : | |
| Additional cars, | \$35,695 40 |
| Electric equipment of same, | 20,580 00 |
| Other additions to equipment, | 1,934 27 |
| TOTAL ADDITIONS TO EQUIPMENT, | 58,209 67 |
| Additions to land and buildings : | |
| Additional land necessary for operation of railway, | \$4,816 68 |
| New electric power stations, including machinery, etc., | 70,370 04 |
| Additional equipment of power stations, | 9,373 95 |
| TOTAL ADDITIONS TO LAND AND BUILDINGS, | 84,560 67 |
| Additions to other permanent property: pleasure grounds, | 14,759 47 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$295,261 37 |

GENERAL BALANCE SHEET, SEPTEMBER 30, 1901.

| ASSETS. | | DR. |
|--|--------------|---------------------|
| Cost of railway : | | |
| Roadbed and tracks, | \$162,166 15 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 37,816 53 | |
| Interest accrued during construction of railway, | 4,223 62 | |
| Engineering and other expenses incident to construction, | 7,515 60 | |
| TOTAL COST OF RAILWAY OWNED, | | \$211,721 90 |

* Including \$92,782.96 carried from Westborough & Worcester Street Railway Company account in consolidation.

| | | |
|---|--------------|--------------|
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, | \$35,695 40 | |
| Electric equipment of same, | 20,580 00 | |
| Other items of equipment: office furniture, tools, etc., | 1,934 27 | |
| TOTAL COST OF EQUIPMENT OWNED, | | \$58,209 67 |
| Cost of land and buildings: | | |
| Land necessary for operation of railway, | \$4,816 68 | |
| Electric power stations, including equip- ment, | 70,370 04 | |
| Other buildings necessary for operation of railway, | 9,373 95 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | 84,560 67 |
| Other permanent property: pleasure grounds, | | 14,759 47 |
| TOTAL PERMANENT INVESTMENTS, | | \$369,251 71 |
| Cash and current assets: | | |
| Cash, | \$6,714 36 | |
| Other cash and current assets: prepaid insur- ance, | 728 08 | |
| TOTAL CASH AND CURRENT ASSETS, | | 7,442 44 |
| TOTAL, | | \$376,694 15 |
| LIABILITIES. | | CR. |
| Capital stock, | | \$160,000 00 |
| Funded debt, | | 160,000 00 |
| Current liabilities: loans and notes payable, | | 50,000 00 |
| Accrued liabilities: interest accrued and not yet due, | | 2,361 11 |
| Profit and loss balance (surplus), | | 4,333 04 |
| TOTAL, | | \$376,694 15 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$160,000 00 | |
| Capital stock authorized by votes of company, | 160,000 00 | |
| Capital stock issued and outstanding, | | \$160,000 00 |
| Number of shares issued and outstanding, | 1,600 | |
| Number of stockholders, | 33 | |
| Number of stockholders in Massachusetts, | 32 | |
| Amount of stock held in Massachusetts, | \$157,500 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|---------------------------------|----------------------|----------------------|------------------------|--------------------------------------|
| First mortgage bonds, | Per Cent. 5 | July 1, 1921, | \$160,000 00 | - |

VOLUME OF TRAFFIC, ETC.

| | |
|---|---------|
| Number of passengers paying revenue carried during the year, | 363,550 |
| Number carried per mile of main railway track operated, | 26,910 |
| Number of car miles run, | 86,965 |
| Average number of persons employed, | 25 |
| Company commenced operation May 1, 1901. | |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|--------------------------------|------------------------------|------------------------|---------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | |
| Box passenger cars, | 6 | 6 | 6 | 12 |
| Open passenger cars, | 6 | 6 | 6 | 12 |
| TOTAL, | 12 | 12 | 12 | 24 |
| CARS — OTHER SERVICE. | | | | |
| Work cars, | 1 | - | - | 2 |
| Snow ploughs, | 2 | - | - | 4 |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|---------------|
| Length of railway line, | 13.510 miles. |
| Length of sidings, switches, etc., | .350 " |
| Total, computed as single track, | 13.860 " |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|--------------|
| Length of railway line, | 2.089 miles. |
|-----------------------------------|--------------|

Names of the several cities and towns in which the railways operated by the company are located: Marlborough, Southborough, Westborough and Grafton.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|---|-------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of company's railway with railroads at grade (3 in number), viz.: | | |
| With Grafton & Upton Railroad, at Westborough Street, Grafton, | 1 | 1 |
| With Grafton & Upton Railroad, at junction Shrewsbury and Oak streets, Grafton, | 1 | 1 |
| With New York, New Haven & Hartford Railroad, at Florence Street, Marlborough, | 1 | 1 |
| TOTAL NUMBER OF TRACKS AT CROSSINGS, | 3 | 3 |

Number of above crossings at which frogs are inserted in the tracks, 3

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | - | - | 1 | - | 1 |
| Employees, | - | - | - | - | - | - |
| Other persons, | - | - | - | 1 | - | 1 |
| TOTALS, | - | - | - | 2 | - | 2 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

MARLBOROUGH & WESTBOROUGH STREET RAILWAY COMPANY,
WESTBOROUGH, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

William N. Davenport, *President*, Marlborough, Mass. Edward F. Blodgett, *Vice-President*, Leominster, Mass. Walter R. Dame, *Treasurer and General Counsel*, Clinton, Mass. Arthur M. Bridgman, *Clerk of Corporation*, Stoughton, Mass. Harry C. Garfield, *Superintendent*, Westborough, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

William N. Davenport, Marlborough, Mass. Edward F. Blodgett, Leominster, Mass. Alexander S. Paton, Leominster, Mass. Arthur M. Bridgman, Stoughton, Mass. Jerome Marble, Worcester, Mass. Charles S. Henry, Westborough, Mass. William S. Clough, Lynn, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

WM. N. DAVENPORT,
EDWARD F. BLODGETT,
ARTHUR M. BRIDGMAN,
CHAS. S. HENRY,
Directors.
WALTER R. DAME,
Treasurer.
H. C. GARFIELD,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. OCT. 7, 1901. Then personally appeared the above-named Wm. N. Davenport, Edward F. Blodgett, Arthur M. Bridgman, Chas. S. Henry, Walter R. Dame and H. C. Garfield, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

A. FRANKLIN BROWN,
Justice of the Peace.

REPORT

OF THE

MARTHA'S VINEYARD STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|-------------------|
| Gross earnings from operation, | \$1,087 10 |
| Operating expenses, | 887 57 |
| GROSS INCOME ABOVE OPERATING EXPENSES, . . . | \$199 53 |
| Charges upon income accrued during the year: | |
| Interest and discount on unfunded debts and loans, | \$135 00 |
| Taxes, State and local, | 9 69 |
| Other deductions from income: insurance, | 21 70 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . | 166 39 |
| Surplus for the year ending September 30, 1901, | \$33 14 |
| Amount of surplus September 30, 1900, | 1,169 70 |
| TOTAL SURPLUS SEPTEMBER 30, 1901, | \$1,202 84 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$1,087 10 |
| GROSS EARNINGS FROM OPERATION, | \$1,087 10 |
| EXPENSES OF OPERATION. | |
| Transportation expenses: | |
| Cost of electric motive power, | \$374 40 |
| Wages and compensation of persons employed in conducting transportation, | 513 17 |
| TOTAL OPERATING EXPENSES, | \$887 57 |
| PROPERTY ACCOUNTS. | |
| Additions to railway: new electric line construction, | \$74 53 |
| Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): land, | 2,500 00 |
| NET DEDUCTIONS FROM PROPERTY ACCOUNTS FOR THE YEAR, | \$2,425 47 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1901.

| ASSETS. | | DR. | |
|---|------------|--------------|-------------|
| Cost of railway : | | | |
| Roadbed and tracks, | \$4,636 48 | | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 957 47 | | |
| Engineering and other expenses incident to construction, | 798 64 | | |
| TOTAL COST OF RAILWAY OWNED, | | | \$6,392 59 |
| Cost of equipment : | | | |
| Cars and other rolling stock and vehicles, | \$800 00 | | |
| Electric equipment of same, | 566 45 | | |
| TOTAL COST OF EQUIPMENT OWNED, | | | \$1,366 45 |
| Cost of land and buildings : land necessary for operation of of railway, | | | 2,500 00 |
| TOTAL PERMANENT INVESTMENTS, | | | \$10,259 04 |
| Cash and current assets : cash, | | | 138 65 |
| TOTAL, | | | \$10,397 69 |
| LIABILITIES. | | CR. | |
| Capital stock, | | | \$6,742 50 |
| Current liabilities : | | | |
| Loans and notes payable, | \$1,800 00 | | |
| Audited vouchers and accounts, | 652 35 | | |
| TOTAL CURRENT LIABILITIES, | | | 2,452 35 |
| Profit and loss balance (surplus), | | | 1,202 84 |
| TOTAL, | | | \$10,397 69 |
| CAPITAL STOCK. | | | |
| Capital stock authorized by law, | | \$150,000 00 | |
| Capital stock authorized by votes of company, | | 12,000 00 | |
| Amount paid in on 120 shares not yet issued, | | | \$6,742 50 |

VOLUME OF TRAFFIC, ETC.

| | |
|---|--------|
| Number of passengers paying revenue carried during the year, | 21,742 |
| Number carried per mile of main railway track operated, | 19,765 |
| Number of car miles run, | 5,807 |
| Average number of persons employed, | 4 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Number of Motors. |
|-------------------------------|---------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | |
| Box passenger cars, | 2 | 4 |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|-----------------------------------|--------------|
| Length of railway line, | 1.100 miles. |
|-----------------------------------|--------------|

Names of the several cities and towns in which the railways operated by the company are located: Tisbury.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

MARTHA'S VINEYARD STREET RAILWAY COMPANY,
QUINCY, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Thomas H. McDonnell, *President*, Quincy, Mass. Clarence Burgin, *Treasurer and Clerk of Corporation*, Quincy, Mass. John A. Duggan, *Superintendent*, Atlantic, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Thomas H. McDonnell, Quincy, Mass. John R. Graham, Quincy, Mass. Fred'k H. Smith, Quincy, Mass. John F. Merrill, Quincy, Mass. John A. Duggan, Quincy, Mass. Clarence Burgin, Quincy, Mass. M. H. Curley, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

THOMAS H. McDONNELL,
JOHN F. MERRILL,
CLARENCE BURGIN,
JOHN A. DUGGAN,
Directors.
CLARENCE BURGIN,
Treasurer
JOHN A. DUGGAN,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

NORFOLK, ss. QUINCY, Nov. 21, 1901. Then personally appeared the above-named Thomas H. McDonnell, John F. Merrill and Clarence Burgin, and on November 29, at Boston, John A. Duggan, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

RUSSELL A. SEARS,
Justice of the Peace.

REPORT

OF THE

MEDFIELD & MEDWAY STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|-------------|
| Gross earnings from operation, | \$23,735 20 |
| Operating expenses, | 19,441 92 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$4,293 28 |
| Charges upon income accrued during the year: | |
| Interest on funded debt, | \$5,000 00 |
| Interest and discount on unfunded debts and loans, | 1,657 63 |
| Taxes, State and local, | \$97 56 |
| Taxes, commutation, | 129 52 |
| | 227 08 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 6,884 71 |
| Deficit for the year ending September 30, 1901, | \$2,591 43 |
| Amount of surplus September 30, 1900, | 3,857 53 |
| Debits to profit and loss account during the year: by error in previous report, | 190 60 |
| TOTAL SURPLUS SEPTEMBER 30, 1901, | \$1,075 50 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$23,705 20 |
| Receipts from advertising in cars, | 30 00 |
| GROSS EARNINGS FROM OPERATION, | \$23,735 20 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks, | \$606 21 |
| General office expenses and supplies, | 178 45 |
| Legal expenses, | 118 21 |
| Other general expenses: advertising, \$116 07; miscellaneous general expenses, \$333.17; revenue tax, \$31.20, | 480 44 |
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | 808 90 |
| Repair of electric line construction, | 100 52 |
| Removal of snow and ice, | 609 10 |

| | |
|--|--------------------|
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | \$251 82 |
| Repair of electric equipment of cars, | 421 50 |
| Transportation expenses: | |
| Cost of electric motive power, | 6,210 92 |
| Wages and compensation of persons employed in conducting transportation, | 8,869 43 |
| Damages for injuries to persons and property, | 25 75 |
| Other transportation expenses: car service supplies, \$9.19; miscellaneous car service expenses, \$227.93; cleaning, oiling and sanding track, \$523.55, | 760 67 |
| TOTAL OPERATING EXPENSES, | \$19,441 92 |

PROPERTY ACCOUNTS.

| | |
|--|-------------------|
| Additions to railway: | |
| New electric line construction, engineering, etc., | \$380 71 |
| Other additions to railway: | |
| Turnout, | 639 81 |
| Feed wire, | 3,054 46 |
| TOTAL ADDITIONS TO RAILWAY, | \$4,074 98 |
| Additions to equipment: | |
| Additional cars (2 in number), | \$4,778 44 |
| Electric equipment of same, | 122 25 |
| Other additional rolling stock and vehicles: snow plough, | 824 52 |
| Other additions to equipment: installing air brakes, | 106 00 |
| TOTAL ADDITIONS TO EQUIPMENT, | 5,831 21 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$9,906 19 |
| Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): | |
| Cars, motors and trucks, | \$106 77 |
| Interest during construction, | 199 79 |
| TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, | 306 56 |
| NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, | \$9,599 63 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1901.

| | ASSETS. | DR. |
|--|---------------------|-----|
| Cost of railway: | | |
| Roadbed and tracks, | \$150,609 16 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 50,564 97 | |
| Interest accrued during construction of railway, | 1,086 41 | |
| Engineering and other expenses incident to construction, | 10,298 37 | |
| TOTAL COST OF RAILWAY OWNED, | \$212,558 91 | |

| | | |
|---|--------------|--------------|
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, . . | \$15,415 28 | |
| Electric equipment of same, | 5,861 87 | |
| Other items of equipment: tail lanterns, etc., . . | 20 38 | |
| TOTAL COST OF EQUIPMENT OWNED, | | \$21,297 53 |
| Cost of land and buildings: land necessary for operation of railway, | | 1,292 39 |
| TOTAL PERMANENT INVESTMENTS, | | \$235,148 83 |
| Cash and current assets: | | |
| Cash, | \$2,425 47 | |
| Bills and accounts receivable, | 1,267 36 | |
| Other cash and current assets: prepaid interest, | 256 54 | |
| TOTAL CASH AND CURRENT ASSETS, | | 3,949 37 |
| TOTAL, | | \$239,098 20 |
| LIABILITIES. | | CR. |
| Capital stock, | | \$100,000 00 |
| Funded debt, | | 100,000 00 |
| Current liabilities: | | |
| Loans and notes payable, | \$26,000 00 | |
| Audited vouchers and accounts, | 10,772 70 | |
| TOTAL CURRENT LIABILITIES, | | 36,772 70 |
| Accrued liabilities: interest accrued and not yet due, . . | | 1,250 00 |
| Profit and loss balance (surplus), | | 1,075 50 |
| TOTAL, | | \$239,098 20 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$100,000 00 | |
| Capital stock authorized by votes of company, . . | 100,000 00 | |
| Capital stock issued and outstanding, | | \$100,000 00 |
| Number of shares issued and outstanding, | 1,000 | |
| Number of stockholders, | 15 | |
| Number of stockholders in Massachusetts, | 15 | |
| Amount of stock held in Massachusetts, | \$100,000 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|--------------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage gold bonds, | Per Cent. 5 | July 1, 1920, . . | \$100,000 00 | \$5,000 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|---------|
| Number of passengers paying revenue carried during the year, | 477,679 |
| Number carried per mile of main railway track operated, | 43,390 |
| Number of car miles run, | 197,883 |
| Average number of persons employed, | 18 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Not Equipped. | Total Passenger Cars. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|--------------------------------|------------------------------|---------------|-----------------------|------------------------|---------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | | | |
| Box passenger cars, | 2 | 3 | 5 | 2 | 2 | - |
| Open passenger cars, | 3 | - | 3 | 3 | - | - |
| TOTAL, | 5 | 3 | 8 | 5 | 2 | 10 |
| Snow ploughs, | 2 | - | - | - | - | - |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|---------------|
| Length of railway line, | 11,009 miles. |
| Length of sidings, switches, etc., | .241 " |
| Total, computed as single track, | 11,250 " |

Names of the several cities and towns in which the railways operated by the company are located: Medfield, Millis, Medway and Franklin.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|---|-------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of company's railway with railroads at grade (1 in number), viz.: With New York, New Haven & Hartford Railroad, Main Street, Medfield, | 2 | 1 |

Number of above crossings at which *frogs* are inserted in the tracks, . . . 1

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | - | - | 2 | - | 2 |
| Employees, | - | - | - | - | - | - |
| Other persons, | - | - | - | - | - | - |
| TOTALS, | - | - | - | 2 | - | 2 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

MEDFIELD & MEDWAY STREET RAILWAY COMPANY,
WESTWOOD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John F. Merrill, *President*, Quincy, Mass. Fred S. Gore, *Treasurer*, 54 Kilby Street, Boston, Mass. James A. Fitton, *Clerk of Corporation*, 85 Water Street, Boston, Mass. Ezra E. Savage, *Superintendent*, Westwood, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John F. Merrill, Quincy, Mass. Fred S. Gore, Boston, Mass. James A. Fitton, Dorchester, Mass. Geo. W. W. Whitney, Dorchester, Mass. John R. Graham, Quincy, Mass. Henry J. Dunn, Medfield, Mass. Rufus G. Fairbanks, West Medway, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JAMES A. FITTON,
JOHN F. MERRILL,
GEO. W. W. WHITNEY,
FRED S. GORE, *Directors.*
FRED S. GORE, *Treasurer.*
EZRA E. SAVAGE, *Superintendent.*

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. Nov. 14, 1901. Then personally appeared the above-named James A. Fitton, John F. Merrill, George W. W. Whitney, Fred. S. Gore and Ezra E. Savage, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ALBERT F. HAYDEN,
Justice of the Peace.

REPORT

OF THE

MIDDLEBOROUGH, WAREHAM & BUZZARDS BAY STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

[Commenced operation August 8, 1901.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|-------------------|
| Gross earnings from operation, | \$3,562 50 |
| Operating expenses, | 1,493 11 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$2,069 39 |
| Surplus for the year ending September 30, 1901, | \$2,069 39 |
| TOTAL SURPLUS SEPTEMBER 30, 1901, | \$2,069 39 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$3,562 50 |
| GROSS EARNINGS FROM OPERATION, | \$3,562 50 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks, | \$75 00 |
| General office expenses and supplies, | 7 00 |
| Legal expenses, | 35 00 |
| Transportation expenses: | |
| Cost of electric motive power, | 467 24 |
| Wages and compensation of persons employed in conduct- ing transportation, | 908 87 |
| TOTAL OPERATING EXPENSES, | \$1,493 11 |
| GENERAL BALANCE SHEET SEPTEMBER 30, 1901. | |
| ASSETS. | DR. |
| Cost of railway: | |
| Roadbed and tracks, | \$159,712 03 |
| Electric line construction, including poles, wiring, feeder lines, etc., | 57,086 92 |

| | | |
|--|--------------|---------------------|
| Cost of railway — <i>Concluded.</i> | | |
| Interest accrued during construction of railway, | \$1,408 71 | |
| Engineering and other expenses incident to construction, | 7,283 88 | |
| TOTAL COST OF RAILWAY OWNED, | | \$225,491 54 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, | \$27,143 35 | |
| Electric equipment of same, | 36,341 50 | |
| TOTAL COST OF EQUIPMENT OWNED, | | 63,484 85 |
| Cost of land and buildings: | | |
| Land necessary for operation of railway, | \$1,776 50 | |
| Buildings necessary for operation of railway, | 4,500 00 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | 6,276 50 |
| TOTAL PERMANENT INVESTMENTS, | | \$295,252 89 |
| Cash and current assets: cash, | | 2,813 50 |
| TOTAL, | | \$298,066 39 |
| LIABILITIES. | | Cr. |
| Capital stock, | | \$75,000 00 |
| Current liabilities: | | |
| Loans and notes payable, | \$184,175 74 | |
| Audited vouchers and accounts, | 36,821 26 | |
| TOTAL CURRENT LIABILITIES, | | 220,997 00 |
| Profit and loss balance (surplus), | | 2,069 39 |
| TOTAL, | | \$298,066 39 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$75,000 00 | |
| Capital stock authorized by votes of company, | 75,000 00 | |
| Capital stock issued and outstanding, | | \$75,000 00 |
| Number of shares issued and outstanding, | 750 | |
| Number of stockholders, | 77 | |
| Number of stockholders in Massachusetts, | 77 | |
| Amount of stock held in Massachusetts, | \$75,000 00 | |

VOLUME OF TRAFFIC, ETC.

| | |
|--|--------|
| Number of passengers paying revenue carried during the year, | 70,225 |
| Number carried per mile of main railway track operated, | 3,723 |
| Number of car miles run, | 22,167 |
| Average number of persons employed, | 14 |
| Company commenced operation August 8, 1901. | |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Equipped with Fenders. | Number of Motors. |
|--------------------------------|---------------------------------|---------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | |
| Open passenger cars, | 12 | 12 | 24 |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| RAILWAY OWNED, ETC. | Owned. | Trackage over Other Railways. | Total Owned, etc. |
|--|--------|-------------------------------------|-------------------------|
| | Miles. | Miles. | Miles. |
| Length of railway line, | 14.760 | 4.100 | 18.860 |
| Length of sidings, switches, etc., | .360 | - | .360 |
| TOTAL, COMPUTED AS SINGLE TRACK, | 15.120 | 4.100 | 19.220 |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|--------------|
| Length of railway line, | 3.769 miles. |
|-----------------------------------|--------------|

Names of the several cities and towns in which the railways operated by the company are located : Middleborough, Rochester, Wareham and Bourne.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

MIDDLEBOROUGH, WAREHAM & BUZZARDS BAY STREET RAILWAY COMPANY,

53 STATE STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Augustus M. Bearse, *President*, Middleborough, Mass. Edwin F. Witham, *Vice-President*, Middleborough, Mass. Thomas F. Carey, *Treasurer*, 53 State Street, Boston, Mass. Francis A. Cuddihy, *Clerk of Corporation*, 53 State Street, Boston, Mass. Nathan Washburn, *General Counsel*, Middleborough, Mass. Charles H. Cox, *General Manager and Superintendent*, Middleborough, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Augustus M. Bearse, Middleborough, Mass. Edwin F. Witham, Middleborough, Mass. Nathan Washburn, Middleborough, Mass. Charles S. Gleason, Wareham, Mass. Benj. F. Bourne, Bourne, Mass. Thomas F. Carey, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

AUGUSTUS M. BEARSE,
EDWIN F. WITHAM,
NATHAN WASHBURN,
BENJ. F. BOURNE,
THOMAS F. CAREY,
CHARLES S. GLEASON,
Directors.
THOMAS F. CAREY,
Treasurer.
CHAS. H. COX,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Oct. 26, 1901. Then personally appeared the above-named Augustus M. Bearse, Edwin F. Witham, Nathan Washburn, Benj. F. Bourne and Thomas F. Carey, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, GEORGE A. SWEETSER,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, SS. NOV. 5, 1901. Then personally appeared Charles S. Gleason, and made oath that the above report by him subscribed is true.

Before me, GALEN HUMPHREY,
Justice of the Peace.

REPORT

OF THE

MIDDLETON & DANVERS STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

[Commenced operation June 10, 1901.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|------------|
| Gross earnings from operation, | \$1,532 37 |
| Operating expenses, | 1,571 44 |
| GROSS DEFICIT ABOVE OPERATING EXPENSES, | \$39 07 |
| Charges upon income accrued during the year : | |
| Taxes, State and local, | \$77 31 |
| Taxes, commutation, | 15 32 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 92 63 |
| Deficit for the year ending September 30, 1901, | \$131 70 |
| TOTAL DEFICIT SEPTEMBER 30, 1901, | \$131 70 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$1,532 37 |
| GROSS EARNINGS FROM OPERATION, | \$1,532 37 |
| EXPENSES OF OPERATION. | |
| General expenses : | |
| Salaries of general officers and clerks, | \$125 00 |
| General office expenses and supplies, | 16 90 |
| Insurance, | 60 00 |
| Other general expenses: miscellaneous general expenses, | 72 85 |
| Maintenance of roadway and buildings: repair of roadbed and track, | 4 87 |
| Transportation expenses: cost of electric motive power, | 305 78 |
| Wages and compensation of persons employed in conducting transportation, | 780 20 |
| Other transportation expenses: miscellaneous car service expenses, | 205 84 |
| TOTAL OPERATING EXPENSES, | \$1,571 44 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1901.

| ASSETS. | | Dr. |
|--|-------------|-------------|
| Cost of railway: | | |
| Roadbed and tracks, | \$30,327 07 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 2,829 53 | |
| Interest accrued during construction of railway, | 79 83 | |
| Engineering and other expenses incident to construction, | 8,830 97 | |
| TOTAL COST OF RAILWAY OWNED, | | \$42,067 40 |
| Cost of equipment: cars and other rolling stock and vehicles, | | 1,475 11 |
| Cost of land and buildings: | | |
| Land necessary for operation of railway, | \$905 16 | |
| Electric power stations, including equipment, | 3,683 50 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | 4,588 66 |
| TOTAL PERMANENT INVESTMENTS, | | \$48,131 17 |
| Cash and current assets: | | |
| Cash, | \$239 94 | |
| Bills and accounts receivable, | 113 39 | |
| Other cash and current assets: prepaid taxes, | 25 77 | |
| TOTAL CASH AND CURRENT ASSETS, | | 379 10 |
| Profit and loss balance (deficit), | | 131 70 |
| TOTAL, | | \$48,641 97 |
| LIABILITIES. | | Cr. |
| Capital stock, | | |
| Capital stock, | | \$32,000 00 |
| Current liabilities: | | |
| Loans and notes payable, | \$6,531 50 | |
| Audited vouchers and accounts, | 10,095 15 | |
| TOTAL CURRENT LIABILITIES, | | 16,626 65 |
| Accrued liabilities: taxes accrued and not yet due, | | 15 32 |
| TOTAL, | | \$48,641 97 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$32,000 00 | |
| Capital stock authorized by votes of company, | 32,000 00 | |
| Capital stock issued and outstanding, | | \$32,000 00 |
| Number of shares issued and outstanding, | 320 | |
| Number of stockholders, | 13 | |
| Number of stockholders in Massachusetts, | 13 | |
| Amount of stock held in Massachusetts, | \$32,000 00 | |

VOLUME OF TRAFFIC, ETC.

| | |
|--|--------|
| Number of passengers paying revenue carried during the year, | 30,879 |
| Number carried per mile of main railway track operated, | 12,297 |
| Number of car miles run, | 9,178 |
| Average number of persons employed, | 4 |
| Company commenced operation June 10, 1901. | |

DESCRIPTION OF EQUIPMENT.

| | |
|--|---|
| Box passenger cars (not equipped), | 2 |
|--|---|

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|--------------|
| Length of railway line, | 2.511 miles. |
| Length of sidings, switches, etc., | .037 " |
| Total, computed as single track, | 2.548 " |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|-------------|
| Length of railway line, | .178 miles. |
|-----------------------------------|-------------|

Names of the several cities and towns in which the railways operated by the company are located: Danvers and Middleton.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

MIDDLETON & DANVERS STREET RAILWAY COMPANY,
333 UNION STREET, LYNN, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

J. Frank Porter, *President*, Danvers, Mass. John L. Behneke, *Vice-President*, Boston, Mass. Charles Williams, *Treasurer and Clerk of Corporation*, Lynn, Mass. William S. Walcott, *Superintendent*, Salem, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John L. Behneke, Boston, Mass. Joseph N. Peterson, Salem, Mass. J. Frank Porter, Danvers, Mass. Edwin L. Stone, Lynn, Mass. Patrick F. Sullivan, Lowell, Mass. Charles Williams, Lynn, Mass. E. Van Vleet, Danvers, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JOHN L. BEHNEKE,
CHARLES WILLIAMS,
P. F. SULLIVAN,
EDWIN L. STONE,
Directors.
CHARLES WILLIAMS,
Treasurer.
WILLIAM S. WALCOTT,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, NOV. 7, 1901. Then personally appeared the above-named Charles Williams, P. F. Sullivan, Edwin L. Stone and William S. Walcott, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

D. DANA BARTLETT,

Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, NOV. 7, 1901. Then personally appeared the above-named John L. Behneke, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

W. A. FISHER,

Justice of the Peace.

REPORT

OF THE

MILFORD, ATTLEBOROUGH & WOONSOCKET STREET
RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|-------------|
| Gross earnings from operation, | \$75,464 46 |
| Operating expenses, | 49,957 42 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$25,507 04 |
| Charges upon income accrued during the year: | |
| Interest on funded debt, | \$10,368 06 |
| Taxes, State and local, | \$3,897 39 |
| Taxes, excise, | 435 84 |
| | 4,333 23 |
| Other deductions from income, | 2,399 18 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 17,100 47 |
| Surplus for the year ending September 30, 1901, | \$8,406 57 |
| Amount of surplus September 30, 1900, | 10,544 16 |
| TOTAL SURPLUS SEPTEMBER 30, 1901, | \$18,950 73 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$74,141 42 |
| Receipts from rentals of buildings and other property, | 230 79 |
| Receipts from advertising in cars, | 295 00 |
| Receipts from interest on deposits, | 797 25 |
| GROSS EARNINGS FROM OPERATION, | \$75,464 46 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks, | \$780 00 |
| Insurance, | 3,948 20 |
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | 1,798 70 |
| Repair of electric line construction, | 68 50 |
| Removal of snow and ice, | 468 00 |
| Repair of buildings, | 190 52 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | 3,353 20 |
| Repair of electric equipment of cars, | 2,333 93 |

| | |
|--|--------------------|
| Transportation expenses : | |
| Cost of electric motive power, | \$11,205 50 |
| Wages and compensation of persons employed in conducting transportation, | 23,011 30 |
| Damages for injuries to persons and property, | 40 00 |
| Tolls for trackage over other railways, | 62 61 |
| Other transportation expenses : oil, rent, care of cars, etc., | 2,696 96 |
| TOTAL OPERATING EXPENSES, | \$49,957 42 |

PROPERTY ACCOUNTS.

| | |
|--|--------------------|
| Additions to railway : | |
| Extension of tracks, | \$15,310 34 |
| Interest during construction, | 7,062 09 |
| Engineering during construction, | 349 99 |
| TOTAL ADDITIONS TO RAILWAY, | \$22,722 42 |
| Additions to equipment : additional cars (2 in number) and electric equipment of same, | 10,673 49 |
| Additions to land and buildings : additional equipment of power stations, | 4,431 85 |
| Additions to other permanent property : Hoag Lake Park, | 12,322 10 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$50,149 86 |
| Deductions from property accounts (property sold or reduced in valuation and credited to property accounts) : wire sold, | 14,637 76 |
| NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, | \$35,512 10 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1901.

| ASSETS. | DR. |
|--|---------------------|
| Cost of railway : | |
| Roadbed and tracks, | \$259,266 16 |
| Electric line construction, including poles, wiring, feeder lines, etc., | 70,788 70 |
| Interest accrued during construction of railway, | 16,204 51 |
| Engineering and other expenses incident to construction, | 10,558 59 |
| TOTAL COST OF RAILWAY OWNED, | \$356,817 96 |
| Cost of equipment : cars and other rolling stock and vehicles, | 67,183 95 |
| Cost of land and buildings : | |
| Land necessary for operation of railway, | \$26,405 02 |
| Electric power stations, including equipment, | 80,414 11 |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | 106,819 13 |
| Other permanent property : tenements and buildings at Hoag Lake Park, | 30,135 95 |
| TOTAL PERMANENT INVESTMENTS, | \$560,956 99 |
| Cash and current assets : | |
| Cash, | \$25,298 22 |
| Other cash and current assets, | 25 00 |
| TOTAL CASH AND CURRENT ASSETS, | 25,323 22 |
| TOTAL, | \$586,280 21 |

| LIABILITIES. | | | | CR. | |
|---|---|---|---|-------------|--------------|
| Capital stock, | . | . | . | . | \$250,000 00 |
| Funded debt, | . | . | . | . | 250,000 00 |
| Current liabilities: | | | | | |
| Loans and notes payable, | . | . | . | \$49,500 00 | |
| Audited vouchers and accounts, | . | . | . | 13,932 09 | |
| TOTAL CURRENT LIABILITIES, | | | | | 63,432 09 |
| Accrued liabilities: taxes accrued and not yet due, | . | . | . | . | 3,897 39 |
| Profit and loss balance (surplus), | . | . | . | . | 18,950 73 |
| TOTAL, | | | | | \$586,280 21 |

| CAPITAL STOCK. | | | | |
|---|---|---|--------------|--------------|
| Capital stock authorized by law, | . | . | \$315,000 00 | |
| Capital stock authorized by votes of company, | . | . | 315,000 00 | |
| Capital stock issued and outstanding, | . | . | . | \$250,000 00 |
| Number of shares issued and outstanding, | . | . | 2,500 | |
| Number of stockholders, | . | . | 64 | |
| Number of stockholders in Massachusetts, | . | . | 64 | |
| Amount of stock held in Massachusetts, | . | . | \$250,000 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|---------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage bonds, | Per Cent. 5 | Oct. 1, 1919, | \$250,000 00 | \$10,368 06 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|-----------|
| Number of passengers paying revenue carried during the year, | 1,481,114 |
| Number carried per mile of main railway track operated, | 49,370 |
| Number of car miles run, | 554,000 |
| Average number of persons employed, | 42 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|--------------------------------|------------------------------|------------------------|---------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | |
| Box passenger cars, | 10 | - | - | - |
| Open passenger cars, | 12 | 6 | 10 | 70 |
| TOTAL, | 22 | 6 | 10 | 70 |
| Snow ploughs, | 3 | - | - | - |

MISCELLANEOUS EQUIPMENT.

| | |
|---|---|
| Other railway rolling stock: tower wagon, | 1 |
|---|---|

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|---------------|
| Length of railway line, | 30.000 miles. |
| Length of sidings, switches, etc., | .520 " |
| Total, computed as single track, | 30.520 " |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|--------------|
| Length of railway line, | 5.725 miles. |
|-----------------------------------|--------------|

Names of the several cities and towns in which the railways operated by the company are located: Franklin, Wrentham, Bellingham, Mendon, Milford and Hopedale.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|--|-------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of company's railway with railroads at grade (1 in number), viz.: With Grafton & Upton Railroad, at South Main Street, Milford, . | 1 | 1 |

Number of above crossings at which *frogs* are inserted in the tracks, . 1

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | 3 | - | 5 | - | 8 |
| Employees, | - | 1 | - | - | - | 1 |
| Other persons, | - | - | 1 | 4 | 1 | 4 |
| TOTALS, | - | 4 | 1 | 9 | 1 | 13 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

MILFORD, ATTLEBOROUGH & WOONSOCKET STREET RAILWAY
COMPANY,
FRANKLIN, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Geo. W. Wiggin, *President and General Counsel*, Franklin, Mass. Edgar K. Ray, *Treasurer*, Franklin, Mass. Wm. H. Tyler, *Clerk of Corporation*, Worcester, Mass. Herbert M. Young, *Superintendent*, Woonsocket, R. I.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Geo. W. Wiggin, Franklin, Mass. Edgar K. Ray, Franklin, Mass. Jas. F. Ray, Franklin, Mass. Wm. S. Reed, Leominster, Mass. Wm. H. Tyler, Worcester, Mass. Chas. H. Shippee, Milford, Mass. Adelbert D. Thayer, Franklin, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

GEORGE W. WIGGIN,
EDGAR K. RAY,
JAMES F. RAY,
ADELBERT D. THAYER,
Directors.
EDGAR K. RAY,
Treasurer.
HERBERT M. YOUNG,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

NORFOLK, SS. FRANKLIN, Nov. 5, 1901. Then personally appeared the above-named George W. Wiggin, Edgar K. Ray, James F. Ray and Adelbert D. Thayer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WILLIAM A. WYCKOFF,
Justice of the Peace.

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS.

Nov. 4, 1901. Then personally appeared the above-named Herbert M. Young, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

WALTER R. RAY,
Notary Public.

REPORT

OF THE

MILFORD, HOLLISTON & FRAMINGHAM STREET
RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|--------------|
| Gross earnings from operation, | \$118,029 31 |
| Operating expenses, | 85,409 72 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$32,619 59 |
| Charges upon income accrued during the year : | |
| Interest on funded debt, | \$8,250 00 |
| Interest and discount on unfunded debts and loans, | 1,637 13 |
| Taxes, State and local, | \$5,331 89 |
| Taxes, commutation, | 2,226 12 |
| | 7,558 01 |
| Other deductions from income : amusement, | 1,206 30 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 18,651 44 |
| NET DIVISIBLE INCOME, | \$13,968 15 |
| Dividends declared (7 per cent), | 17,640 00 |
| Deficit for the year ending September 30, 1901, | \$3,671 85 |
| Amount of surplus September 30, 1900, | 29,670 19 |
| TOTAL SURPLUS SEPTEMBER 30, 1901, | \$25,998 34 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$117,779 35 |
| Receipts from advertising in cars, | 249 96 |
| GROSS EARNINGS FROM OPERATION, | \$118,029 31 |
| EXPENSES OF OPERATION. | |
| General expenses : | |
| Salaries of general officers and clerks, | \$4,821 91 |
| General office expenses and supplies, | 287 06 |
| Legal expenses, | 639 69 |

| | |
|---|--------------------|
| General expenses — <i>Concluded.</i> | |
| Insurance, | \$1,080 00 |
| Other general expenses: printing, tickets, telephone, revenue stamps, stationery, etc., | 2,141 83 |
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | 18,037 83 |
| Repair of electric line construction, | 1,415 04 |
| Removal of snow and ice, | 560 85 |
| Repair of buildings, | 543 48 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | 4,605 86 |
| Repair of electric equipment of cars, | 3,652 30 |
| Transportation expenses: | |
| Cost of electric motive power, \$22,223.63; less power sold, \$7,413.88; net, | 14,809 75 |
| Wages and compensation of persons employed in conducting transportation, | 28,511 95 |
| Damages for injuries to persons and property, | 2,861 30 |
| Other transportation expenses: oil, grease, waste, cartage, etc., | 1,440 87 |
| TOTAL OPERATING EXPENSES, | \$85,409 72 |
| PROPERTY ACCOUNTS. | |
| Additions to railway: | |
| Extension of tracks (length, 26,982.80 feet), | \$47,083 80 |
| New electric line construction (length, 26,982.80 feet), | 7,777 41 |
| Additional line construction, | 136 86 |
| Other additions to railway: double tracking Main Street, Milford, | 13,131 34 |
| TOTAL ADDITIONS TO RAILWAY, | \$68,128 91 |
| Additions to equipment: | |
| Electric equipment, | \$3,088 04 |
| Other additional rolling stock and vehicles, | 2,950 26 |
| Other additions to equipment: | |
| Air brakes, | 863 47 |
| Sundry equipment, fenders, heaters, etc., | 460 92 |
| TOTAL ADDITIONS TO EQUIPMENT, | 7,362 69 |
| Additions to land and buildings: | |
| Additional land necessary for operation of railway, | \$800 00 |
| New electric power stations, including machinery, etc., | 14,848 33 |
| Additional equipment of power stations, | 5,204 38 |
| Other new buildings necessary for operation of railway, | 1,382 77 |
| TOTAL ADDITIONS TO LAND AND BUILDINGS, | 22,235 48 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$97,727 08 |
| Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): sale of rails and plates, | |
| | 325 00 |
| NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, | \$97,402 08 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1901.

| ASSETS. | | Dr. | |
|--|-----------|-----|--------------|
| Cost of railway: | | | |
| Roadbed and tracks, | \$211,020 | 61 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 67,419 | 36 | |
| Interest accrued during construction of railway, | 1,708 | 29 | |
| Engineering and other expenses incident to construction, | 6,684 | 61 | |
| Other items of railway cost: extension to Hopkinton, | 52,370 | 58 | |
| | | | |
| TOTAL COST OF RAILWAY OWNED, | | | \$339,203 45 |
| Cost of equipment: | | | |
| Cars and other rolling stock and vehicles, | \$39,822 | 80 | |
| Electric equipment of same, | 35,657 | 11 | |
| Other items of equipment: snow ploughs, heaters, tools, registers, office furniture, etc., | 13,101 | 39 | |
| | | | |
| TOTAL COST OF EQUIPMENT OWNED, | | | 88,581 30 |
| Cost of land and buildings: | | | |
| Land necessary for operation of railway, | \$2,569 | 47 | |
| Electric power stations, including equipment, | 98,232 | 75 | |
| Other buildings necessary for operation of railway, | 38,962 | 30 | |
| | | | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | | 139,764 52 |
| | | | |
| TOTAL PERMANENT INVESTMENTS, | | | \$567,549 27 |
| Cash and current assets: | | | |
| Cash, | \$29,697 | 69 | |
| Bills and accounts receivable, | 4,468 | 31 | |
| Other cash and current assets: | | | |
| Prepaid insurance, | 886 | 43 | |
| Prepaid interest, | 749 | 21 | |
| | | | |
| TOTAL CASH AND CURRENT ASSETS, | | | 35,801 64 |
| Miscellaneous assets: materials and supplies, | | | 3,862 62 |
| | | | |
| TOTAL, | | | \$607,213 53 |
| LIABILITIES. | | Cr. | |
| Capital stock, | | | \$252,000 00 |
| Funded debt, | | | 165,000 00 |
| Current liabilities: | | | |
| Loans and notes payable, | \$155,000 | 00 | |
| Audited vouchers and accounts, | 6,061 | 04 | |
| | | | |
| TOTAL CURRENT LIABILITIES, | | | 161,061 04 |
| Accrued liabilities: interest accrued and not yet due, | | | 3,154 15 |
| Profit and loss balance (surplus), | | | 25,998 34 |
| | | | |
| TOTAL, | | | \$607,213 53 |

| CAPITAL STOCK. | | | |
|---|--------------|--------------|--|
| Capital stock authorized by law, | \$253,500 00 | | |
| Capital stock authorized by votes of company, | 253,500 00 | | |
| Capital stock issued and outstanding, | | \$252,000 00 | |
| Number of shares issued and outstanding, | 2,520 | | |
| Number of stockholders, | 78 | | |
| Number of stockholders in Massachusetts, | 11 | | |
| Amount of stock held in Massachusetts, | \$35,600 00 | | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|--------------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage gold bonds, | Per Cent. 5 | Jan. 1, 1918, . | \$165,000 00 | \$8,250 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|-----------|
| Number of passengers paying revenue carried during the year, | 2,476,802 |
| Number carried per mile of main railway track operated, | 114,238 |
| Number of car miles run, | 548,313 |
| Average number of persons employed, | 54 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Not equipped. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of motors. |
|----------------------------------|------------------------------|---------------|------------------------|---------------------------------|-------------------|
| CARS—PASSENGER SERVICE. | | | | | |
| Box passenger cars, | 15 | - | 15 | 15 | 36 |
| Open passenger cars, | 15 | - | 15 | - | 30 |
| TOTAL, | 30 | - | 30 | 15 | 66 |
| CARS—OTHER SERVICE. | | | | | |
| Platform freight cars, | - | 2 | - | - | - |
| Snow ploughs, | 4 | - | - | - | - |

MISCELLANEOUS EQUIPMENT.

| | |
|--|---|
| Highway vehicles: express wagon, | 1 |
|--|---|

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| RAILWAY OWNED, ETC. | Owned. | Trackage over Other Railways. | Total Owned, etc. |
|--|--------|-------------------------------------|-------------------------|
| | Miles. | Miles. | Miles. |
| Length of railway line, | 21.156 | .025 | 21.181 |
| Length of second main track, | .500 | - | .500 |
| TOTAL LENGTH OF MAIN TRACK, | 21.656 | .025 | 21.681 |
| Length of sidings, switches, etc., | .535 | - | .535 |
| TOTAL, COMPUTED AS SINGLE TRACK, | 22.191 | .025 | 22.216 |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|-------------|
| Length of railway line, | .976 miles. |
|-----------------------------------|-------------|

Names of the several cities and towns in which the railways operated by the company are located: Milford, Hopedale, Holliston, Ashland, South Framingham, Medway and Bellingham.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|---|----------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of company's railway with railroads at grade (2 in number), viz.: | | |
| With New York, New Haven & Hartford Railroad, Milford, . . . | 1 | 1 |
| With Boston & Albany Railroad, Hollis Street, South Framingham, | 1 | 1 |
| TOTAL NUMBER OF TRACKS AT CROSSINGS, | 2 | 2 |

Number of above crossings at which *frogs* are inserted in the tracks, . . . 2

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BE- YOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | 2 | 1 | 7 | 1 | 9 |
| Employees, | - | - | - | - | - | - |
| Other persons, | - | 4 | 1 | 1 | 1 | 5 |
| TOTALS, | - | 6 | 2 | 8 | 2 | 14 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

MILFORD, HOLLISTON & FRAMINGHAM STREET RAILWAY
COMPANY,
MILFORD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John T. Manson, *President*, 82 Church Street, New Haven, Conn. Sydney Harwood, *Vice-President*, 53 State Street, Boston, Mass. Elbert W. Goss, *Treasurer and General Manager*, Milford, Mass. Wendell Williams, *Clerk of Corporation and General Counsel*, Milford, Mass. James E. Walker, *Auditor*, Milford, Mass. Maxham E. Nash, *Superintendent*, Milford, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John T. Manson, New Haven, Conn. J. Willis Downs, New Haven, Conn. Sydney Harwood, Boston, Mass. Chas. E. Graham, New Haven, Conn. Herbert C. Fuller, New Haven, Conn. Arthur R. Taft, Uxbridge, Mass. James E. Walker, Milford, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JOHN T. MANSON,
J. WILLIS DOWNS,
JAMES E. WALKER,
ARTHUR R. TAFT,
CHAS. E. GRAHAM,
HERBERT C. FULLER,
SYDNEY HARWOOD,
Directors.
E. W. GOSS,
Treasurer.
M. E. NASH,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. OCT. 29, 1901. Then personally appeared the above-named John T. Manson, J. Willis Downs, James E. Walker, Arthur R. Taft, Charles E. Graham, Herbert C. Fuller, Sydney Harwood, E. W. Goss and Maxham E. Nash, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WENDELL WILLIAMS,
Justice of the Peace.

REPORT

OF THE

MILFORD & UXBRIDGE STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

[Railway under construction.]

| GENERAL BALANCE SHEET SEPTEMBER 30, 1901. | | |
|---|-------------|--------------|
| ASSETS. | | DR. |
| Cost of railway: | | |
| Roadbed and tracks, | \$72,837 26 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 10,242 04 | |
| Interest accrued during construction of rail- way, | 916 96 | |
| Engineering and other expenses incident to construction, | 2,141 97 | |
| Other items of railway cost: taxes, | 17 23 | |
| TOTAL COST OF RAILWAY OWNED, | | \$86,155 46 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, | \$9,702 70 | |
| Electric equipment of same, | 10,705 80 | |
| Other items of equipment: office furniture, etc., | 276 57 | |
| TOTAL COST OF EQUIPMENT OWNED, | | 20,685 07 |
| Cost of land and buildings: | | |
| Land necessary for operation of railway, | \$2,476 35 | |
| Buildings necessary for operation of railway, | 4,221 63 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | 6,697 98 |
| TOTAL PERMANENT INVESTMENTS, | | \$113,538 51 |
| Cash and current assets: | | |
| Cash, | \$5,658 09 | |
| Bills and accounts receivable, | 5,248 34 | |
| Other cash and current assets: prepaid in- terest, | 900 03 | |
| TOTAL CASH AND CURRENT ASSETS, | | 11,806 46 |
| TOTAL, | | \$125,344 97 |

| LIABILITIES. | | Cr. | |
|--|-------------|-----|--------------|
| Capital stock, | | | \$50,000 00 |
| Current liabilities: loans and notes payable, | | | 75,234 27 |
| Accrued liabilities: interest accrued and not yet due, | | | 110 70 |
| TOTAL, | | | \$125,344 97 |
| CAPITAL STOCK. | | | |
| Capital stock authorized by law, | \$50,000 00 | | |
| Capital stock authorized by votes of company, | 50,000 00 | | |
| Capital stock issued and outstanding, | | | \$50,000 00 |
| Number of shares issued and outstanding, | 500 | | |
| Number of stockholders, | 23 | | |
| Number of stockholders in Massachusetts, | 10 | | |
| Amount of stock held in Massachusetts, | \$7,100 00 | | |

RAILWAY OWNED.

| | |
|-----------------------------------|--------------|
| Length of railway line, | 7.250 miles. |
|-----------------------------------|--------------|

Names of the several cities and towns in which the railway owned by the company is located: Hopedale, Mendon and Uxbridge.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

MILFORD & UXBRIDGE STREET RAILWAY COMPANY,

MILFORD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John T. Manson, *President*, 82 Church Street, New Haven, Conn. Arthur R. Taft, *Vice-President*, Uxbridge, Mass. Elbert W. Goss, *Treasurer and General Manager*, Milford, Mass. Wendell Williams, *Clerk of Corporation and General Counsel*, Milford, Mass. James E. Walker, *Auditor*, Milford, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John T. Manson, New Haven, Conn. J. Willis Downs, New Haven, Conn. Arthur R. Taft, Uxbridge, Mass. Sydney Harwood, Boston, Mass. Samuel A. Andrews, Hopedale, Mass. Julius A. George, Mendon, Mass. James Daley, Uxbridge, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JOHN T. MANSON,
J. WILLIS DOWNS,
ARTHUR R. TAFT,
SYDNEY HARWOOD,
S. A. ANDREWS,
JULIUS A. GEORGE,
Directors.
E. W. GOSS,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. OCT. 29, 1901. Then personally appeared the above-named John T. Manson, J. Willis Downs, Arthur R. Taft, Sydney Harwood, S. A. Andrews, Julius A. George and E. W. Goss, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WENDELL WILLIAMS,
Justice of the Peace.

REPORT

OF THE

MT. TOM RAILROAD COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

[Leased to and operated by the Holyoke.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|--------------|
| Rental received from lease of railway, | \$6,000 00 |
| Income from other sources: interest on loan, \$605.51, one year to September 30, 1901, | 30 28 |
| GROSS INCOME, | \$6,030 28 |
| Dividends declared (6 per cent), | 6,000 00 |
| Surplus for the year ending September 30, 1901, | \$30 28 |
| Amount of surplus September 30, 1900, | 605 51 |
| TOTAL SURPLUS SEPTEMBER 30, 1901, | \$635 79 |
| GENERAL BALANCE SHEET SEPTEMBER 30, 1901. | |
| ASSETS. DR. | |
| Cost of railway: | |
| TOTAL COST OF RAILWAY OWNED, | \$58,216 46 |
| Cost of equipment: | |
| TOTAL COST OF EQUIPMENT OWNED, | 4,900 00 |
| Cost of land and buildings: | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | 36,883 54 |
| TOTAL PERMANENT INVESTMENTS, | \$100,000 00 |
| Cash and current assets: bills and accounts receivable, | 635 79 |
| TOTAL, | \$100,635 79 |
| LIABILITIES. CR. | |
| Capital stock, | \$100,000 00 |
| Profit and loss balance (surplus), | 635 79 |
| TOTAL, | \$100,635 79 |

CAPITAL STOCK.

| | | |
|---|--------------|--------------|
| Capital stock authorized by law, | \$100,000 00 | |
| Capital stock authorized by votes of company, | 100,000 00 | |
| Capital stock issued and outstanding, | | \$100,000 00 |
| Number of shares issued and outstanding, | 1,000 | |
| Number of stockholders, | 103 | |
| Number of stockholders in Massachusetts, | 95 | |
| Amount of stock held in Massachusetts, | \$89,600 00 | |

RAILWAY OWNED.

| | |
|--|-------------|
| Length of railway line, | .900 miles. |
| Length of sidings, switches, etc., | .100 " |
| Total, computed as single track, | 1.000 " |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|-------------|
| Length of railway line, | .900 miles. |
|-----------------------------------|-------------|

Names of the several cities and towns in which the railway owned by the company is located: Northampton.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

MT. TOM RAILROAD COMPANY,

HOLYOKE, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

William S. Loomis, *President*, Holyoke, Mass. William R. Hill, *Treasurer*, and *Clerk of Corporation*, Holyoke, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

William S. Loomis, Holyoke, Mass. Henry O. Hastings, Holyoke, Mass. Frederick Harris, Springfield, Mass. L. Clark Seelye, Northampton, Mass. N. Saxton Cooley, Windsor Locks, Conn.

We hereby certify that the statements contained in the foregoing report are full, just and true.

WILLIAM S. LOOMIS,
FREDERICK HARRIS,
HENRY O. HASTINGS,
Directors.
WILLIAM R. HILL,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, SS. OCT. 22, 1901. Then personally appeared the above-named William S. Loomis, Frederick Harris and Henry O. Hastings, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WILLIAM R. HILL,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, SS. OCT. 22, 1901. Then personally appeared the within-named William R. Hill, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

REUBEN C. WINCHESTER,
Notary Public.

REPORT

OF THE

NATICK & COCHITUATE STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|-------------|
| Gross earnings from operation, | \$72,224 57 |
| Operating expenses, | 58,567 41 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$13,657 16 |
| Charges upon income accrued during the year: | |
| Interest and discount on unfunded debts and loans, | \$2,423 62 |
| Taxes, State and local, | 2,907 25 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 5,330 87 |
| NET DIVISIBLE INCOME, | \$8,326 29 |
| Dividends declared (8 per cent), | 8,000 00 |
| Surplus for the year ending September 30, 1901, | \$326 29 |
| Amount of surplus September 30, 1900, | 13,096 35 |
| TOTAL SURPLUS SEPTEMBER 30, 1901, | \$13,422 64 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$71,449 55 |
| Receipts from carriage of mails, | 248 40 |
| Receipts from carriage of express and parcels, | 78 33 |
| Receipts from advertising in cars, | 300 00 |
| Other earnings from operation: telegraph attachments, | 148 29 |
| GROSS EARNINGS FROM OPERATION, | \$72,224 57 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks, | \$4,512 46 |
| General office expenses and supplies, | 743 46 |
| Insurance, | 324 00 |
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | 10,175 75 |
| Repair of electric line construction, | 1,307 00 |
| Removal of snow and ice, | 165 00 |

| | |
|--|--------------------|
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | \$4,070 86 |
| Repair of electric equipment of cars, | 2,730 28 |
| Transportation expenses: | |
| Cost of electric motive power, | 13,684 56 |
| Wages and compensation of persons employed in conducting transportation, | 18,642 75 |
| Damages for injuries to persons and property, | 2,211 29 |
| TOTAL OPERATING EXPENSES, | \$58,567 41 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1901.

| ASSETS. | | Dr. |
|--|--------------|---------------------|
| Cost of railway: | | |
| Roadbed and tracks, | \$110,610 80 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 24,957 25 | |
| Engineering and other expenses incident to construction, | 675 00 | |
| TOTAL COST OF RAILWAY OWNED, | | \$136,243 05 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, | \$17,927 72 | |
| Electric equipment of same, | 15,935 18 | |
| Horses, | 30 46 | |
| TOTAL COST OF EQUIPMENT OWNED, | | 33,893 36 |
| Cost of land and buildings: | | |
| Land necessary for operation of railway, | \$2,970 00 | |
| Buildings necessary for operation of railway, | 6,720 00 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | 9,690 00 |
| TOTAL PERMANENT INVESTMENTS, | | \$179,826 41 |
| Cash and current assets: cash, | | 553 55 |
| TOTAL, | | \$180,379 96 |
| LIABILITIES. | | Cr. |
| Capital stock, | | \$100,000 00 |
| Current liabilities: | | |
| Loans and notes payable, | \$66,800 00 | |
| Audited vouchers and accounts, | 157 32 | |
| TOTAL CURRENT LIABILITIES, | | 66,957 32 |
| Profit and loss balance (surplus), | | 13,422 64 |
| TOTAL, | | \$180,379 96 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$100,000 00 | |
| Capital stock authorized by votes of company, | 100,000 00 | |
| Capital stock issued and outstanding, | | \$100,000 00 |
| Number of shares issued and outstanding, | 1,000 | |
| Number of stockholders, | 94 | |
| Number of stockholders in Massachusetts, | 93 | |
| Amount of stock held in Massachusetts, | \$99,900 00 | |

VOLUME OF TRAFFIC, ETC.

| | |
|---|-----------|
| Number of passengers paying revenue carried during the year, | 1,428,991 |
| Number carried per mile of main railway track operated, | 83,062 |
| Number of car miles run, | 450,815 |
| Average number of persons employed, | 40 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Equipped with Fenders. | Equipped with Electric Heaters | Number of Motors. |
|--------------------------------|---------------------------------|---------------------------|-----------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | |
| Box passenger cars, | 12 | 12 | 10 | 49 |
| Open passenger cars, | 12 | 12 | - | - |
| TOTAL, | 24 | 24 | 10 | 49 |
| CARS — OTHER SERVICE. | | | | |
| Work cars, | 1 | - | - | - |
| Snow ploughs, | 3 | - | - | - |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|---------------|
| Length of railway line, | 17.204 miles. |
| Length of sidings, switches, etc., | .950 " |
| Total, computed as single track, | 18.154 " |

Names of the several cities and towns in which the railways operated by the company are located: Natick, Wellesley, Wayland, Needham and Framingham.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|---|----------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of company's railway with railroads at grade (2 in number), viz.: | | |
| With Boston & Albany Railroad, at Central Street, Wellesley (side track), | 1 | 1 |
| With Boston & Albany Railroad, at Washington Street, Wellesley, (side track), | 1 | 1 |
| TOTAL NUMBER OF TRACKS AT CROSSINGS, | 2 | 2 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NATICK & COCHITUATE STREET RAILWAY COMPANY,
NATICK, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Harrison Harwood, *President*, Natick, Mass. Robert W. Harwood, *Treasurer*, Natick, Mass. Frank H. Hayes, *Clerk of Corporation*, Natick, Mass. P. H. Cooney, *General Counsel*, Natick, Mass. Frank P. Quackenbush, *Superintendent*, Natick, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Harrison Harwood, Natick, Mass. Robert W. Harwood, Natick, Mass. Frank H. Hayes, Natick, Mass. Stephen W. Holmes, Newton, Mass. Oliver A. Felch, North Natick, Mass. Charles A. Pooke, Natick, Mass. Frank P. Quackenbush, Natick, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

HARRISON HARWOOD,
O. A. FELCH,
CHAS. A. POOKE,
FRANK H. HAYES,
F. P. QUACKENBUSH,
ROBERT W. HARWOOD,
Directors.
ROBERT W. HARWOOD,
Treasurer.
F. P. QUACKENBUSH,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. Oct. 21, 1901. Then personally appeared the above-named Harrison Harwood, O. A. Felch, Chas A. Pooke, Frank H. Hayes, F. P. Quackenbush and Robert W. Harwood, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

STEPHEN W. HOLMES,
Justice of the Peace.

REPORT

OF THE

NATICK & NEEDHAM STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

[Leased to and operated by the South Middlesex from July 1, 1901.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|------------|
| Gross earnings from operation, | \$4,664 25 |
| Operating expenses, | 7,100 04 |
| NET DEFICIT FROM OPERATION, | \$2,435 79 |
| Miscellaneous income: Rental of leased railway from July 1, 1901, to October 1, 1901, | 500 00 |
| GROSS DEFICIT ABOVE OPERATING EXPENSES, | \$1,935 79 |
| Charges upon income accrued during the year: | |
| Interest on funded debt, \$882 64 | |
| Taxes, commutation, 46 64 | |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 929 28 |
| Deficit for the year ending September 30, 1901, | \$2,865 07 |
| Amount of deficit September 30, 1900, | 1,281 26 |
| | \$4,146 33 |
| Credits to profit and loss account during the year: | |
| Stockholders' assessments on capital, . . . \$11,000 00 | |
| Premium on sale of bonds, 2,000 00 | |
| Rebates allowed in settlement of bills, . . . 166 74 | |
| Amount received from South Middlesex Street Railway Company to take up floating debt in accordance with terms of lease, 9,981 33 | |
| TOTAL CREDITS, \$23,148 07 | |
| Debits to profit and loss account during the year: | |
| amount charged off from construction account, 18,501 74 | |
| NET AMOUNT CREDITED TO PROFIT AND LOSS, | 4,646 33 |
| TOTAL SURPLUS SEPTEMBER 30, 1901, | \$500 00 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$4,664 25 |
| GROSS EARNINGS FROM OPERATION, | \$4,664 25 |

| EXPENSES OF OPERATION. | |
|--|---------------------|
| General expenses : | |
| Salaries of general officers and clerks, | \$447 00 |
| General office expenses and supplies, | 59 31 |
| Insurance, | 80 00 |
| Other general expenses : printing, stationery, telephones, etc., | 39 40 |
| Maintenance of roadway and buildings : | |
| Repair of roadbed and track, | 154 38 |
| Repair of electric line construction, | 83 10 |
| Removal of snow and ice, | 152 20 |
| Maintenance of equipment : | |
| Repair of cars and other vehicles, | 79 63 |
| Repair of electric equipment of cars, | 78 25 |
| Transportation expenses : | |
| Cost of electric motive power, | 2,084 92 |
| Wages and compensation of persons employed in conducting transportation, | 3,598 00 |
| Damages for injuries to persons and property, | 218 36 |
| Other transportation expenses : oil, waste, etc., | 25 49 |
| TOTAL OPERATING EXPENSES, | \$7,100 04 |
| PROPERTY ACCOUNTS. | |
| Completing construction and equipment of railway, | \$30,039 48 |
| Deductions from property accounts (property sold or reduced in valuation and credited to property accounts) : credit to construction from surplus account, | 18,501 74 |
| NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, | \$11,537 74 |
| GENERAL BALANCE SHEET SEPTEMBER 30, 1901. | |
| ASSETS. | Dr. |
| Cost of railway : | |
| Roadbed and tracks, | \$54,409 25 |
| Electric line construction, including poles, wiring, feeder lines, etc., | 15,817 91 |
| Engineering and other expenses incident to construction, | 3,760 28 |
| TOTAL COST OF RAILWAY OWNED, | \$73,987 44 |
| Cost of equipment : | |
| Cars and other rolling stock and vehicles, | \$9,400 00 |
| Electric equipment of same, | 12,400 00 |
| Other items of equipment : air brakes, snow ploughs, etc., | 2,950 00 |
| TOTAL COST OF EQUIPMENT OWNED, | 24,750 00 |
| Cost of land and buildings : land necessary for operation of railway, | 1,050 00 |
| TOTAL PERMANENT INVESTMENTS, | \$99,787 44 |
| Cash and current assets : | |
| Cash, | \$439 20 |
| Bills and accounts receivable, | 500 00 |
| TOTAL CASH AND CURRENT ASSETS, | 939 20 |
| TOTAL, | \$100,726 64 |

| LIABILITIES. | | CR. | |
|---|--|-----|--------------|
| Capital stock, | | | \$50,000 00 |
| Funded debt, | | | 50,000 00 |
| Current liabilities: audited vouchers and accounts, | | | 226 64 |
| Profit and loss balance (surplus), | | | 500 00 |
| TOTAL, | | | \$100,726 64 |

| CAPITAL STOCK. | | | |
|---|-------------|-------------|--|
| Capital stock authorized by law, | \$50,000 00 | | |
| Capital stock authorized by votes of company, | 50,000 00 | | |
| Capital stock issued and outstanding, | | \$50,000 00 | |
| Number of shares issued and outstanding, | 500 | | |
| Number of stockholders, | 11 | | |
| Number of stockholders in Massachusetts, | 11 | | |
| Amount of stock held in Massachusetts, | \$50,000 00 | | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|--------------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage gold bonds, | Per Cent. 5 | Feb. 1, 1921, | \$50,000 00 | \$882 64 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|--------|
| Number of passengers paying revenue carried during the nine months ending June 30, 1901, | 93,283 |
| Number carried per mile of main railway track operated, | 16,156 |
| Number of car miles run, | 80,919 |
| Average number of persons employed, | 12 |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|--------------|
| Length of railway line, | 5.774 miles. |
| Length of sidings, switches, etc., | .048 " |
| Total, computed as single track, | 5.822 " |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|-------------|
| Length of railway line, | .185 miles. |
|-----------------------------------|-------------|

Names of the several cities and towns in which the railways operated by the company are located: Natick, Needham and Dover.

GENERAL REMARKS AND EXPLANATIONS.

The Natick & Needham Street Railway was leased to the South Middlesex Street Railway Company July 1, 1901, by authority of Board of Railroad Commissioners dated June 25, 1901.

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | 1 | - | 1 | - | 2 |
| Employees, | - | - | - | - | - | - |
| Other persons, | - | - | - | - | - | - |
| TOTALS, | - | 1 | - | 1 | - | 2 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NATICK & NEEDHAM STREET RAILWAY COMPANY,
SOUTH FRAMINGHAM, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Francis Bigelow, *President*, Natick, Mass. John H. Cunningham, *Vice-President*, Boston, Mass. Geo. A. Butman, *Treasurer, and Clerk of Corporation*, 8 Congress Street, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Willard B. Ferguson, Natick, Mass. Francis Bigelow, Natick, Mass. Harvey H. Whitney, Natick, Mass. J. M. Fiske, Natick, Mass. Chas. L. Claflin, Hopkinton, Mass. John H. Cunningham, Boston, Mass. Geo. A. Butman, Malden, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

GEO. A. BUTMAN,
J. H. CUNNINGHAM,
C. L. CLAFLIN,
JOHN M. FISKE,
HARVEY H. WHITNEY,
Directors.
GEO. A. BUTMAN,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 14, 1901. Then personally appeared the above-named George A. Butman, J. H. Cunningham, H. H. Whitney, C. L. Claflin and John M. Fiske, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ARTHUR W. CLAPP,
Justice of the Peace.

REPORT

OF THE

NEW BEDFORD & ONSET STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

[Commenced operation August 5, 1901.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|------------|
| Gross earnings from operation, | \$7,645 79 |
| Operating expenses, | 3,152 84 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$4,492 95 |
| Charges upon income accrued during the year : | |
| Taxes, State and local, \$3,036 11 | |
| Taxes, commutation, 69 90 | |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 3,106 01 |
| Surplus for the year ending September 30, 1901, | \$1,386 94 |
| TOTAL SURPLUS SEPTEMBER 30, 1901, | \$1,386 94 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$6,940 05 |
| Receipts from tolls for use of tracks by other companies, | 543 96 |
| Receipts from rentals of buildings and other property, | 111 78 |
| Receipts from advertising in cars, | 50 00 |
| GROSS EARNINGS FROM OPERATION, | \$7,645 79 |
| EXPENSES OF OPERATION. | |
| General expenses : insurance, | \$302 49 |
| Maintenance of equipment : | |
| Repair of cars and other vehicles, | 128 85 |
| Repair of electric equipment of cars, | 44 19 |
| Transportation expenses : | |
| Cost of electric motive power, | 1,149 90 |
| Wages and compensation of persons employed in conducting transportation, | 1,304 56 |
| Other transportation expenses : | |
| Greasing track, | 51 26 |
| General operating expenses and supplies, | 171 59 |
| TOTAL OPERATING EXPENSES, | \$3,152 84 |

| GENERAL BALANCE SHEET SEPTEMBER 30, 1901. | | |
|---|--------------|--------------|
| ASSETS. | | DR. |
| Cost of railway : | | |
| Roadbed and tracks, | \$342,838 55 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 101,589 39 | |
| Interest accrued during construction of rail- way, | 7,816 36 | |
| Engineering and other expenses incident to construction, | 14,897 50 | |
| TOTAL COST OF RAILWAY OWNED, | | \$467,141 80 |
| Cost of equipment : | | |
| Cars and other rolling stock and vehicles, | \$27,065 20 | |
| Electric equipment of same, | 38,897 80 | |
| TOTAL COST OF EQUIPMENT OWNED, | | 65,963 00 |
| Cost of land and buildings : car station and electric power stations, including equipment, | | 118,024 07 |
| TOTAL PERMANENT INVESTMENTS, | | \$651,128 87 |
| Cash and current assets : | | |
| Cash, | \$13,413 75 | |
| Bills and accounts receivable, | 72,620 16 | |
| Other cash and current assets : prepaid in- surance premium, | 437 51 | |
| TOTAL CASH AND CURRENT ASSETS, | | 86,471 42 |
| TOTAL, | | \$737,600 29 |
| LIABILITIES. | | CR. |
| Capital stock, | | \$200,000 00 |
| Current liabilities : | | |
| Loans and notes payable, | \$530,500 00 | |
| Audited vouchers and accounts, | 5,713 35 | |
| TOTAL CURRENT LIABILITIES, | | 536,213 35 |
| Profit and loss balance (surplus), | | 1,386 94 |
| TOTAL, | | \$737,600 29 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$200,000 00 | |
| Capital stock authorized by votes of company, | 200,000 00 | |
| Capital stock issued and outstanding, | | \$200,000 00 |
| Number of shares issued and outstanding, | 2,000 | |
| Number of stockholders, | 79 | |
| Number of stockholders in Massachusetts, | 79 | |
| Amount of stock held in Massachusetts, | \$200,000 00 | |

VOLUME OF TRAFFIC, ETC.

| | |
|--|---------|
| Number of passengers paying revenue carried during the year, | 138,994 |
| Number carried per mile of main railway track operated, | 7,462 |
| Number of car miles run, | 22,915 |
| Average number of persons employed, | 30 |
| Company commenced operation August 5, 1901. | |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Not Equipped. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|--------------------------------|------------------------------|---------------|------------------------|---------------------------------|-------------------|
| CARS—PASSENGER SERVICE. | | | | | |
| Box passenger cars, | 6 | - | 6 | 6 | - |
| Open passenger cars, | 12 | - | 12 | - | - |
| TOTAL, | 18 | - | 18 | 6 | 72 |
| CARS—OTHER SERVICE. | | | | | |
| Horse cars, | - | 6 | - | - | - |

MISCELLANEOUS EQUIPMENT.

| | |
|--|---|
| Barges and omnibuses, | 1 |
| Other highway vehicles: tower wagon, | 1 |
| Horses, | 2 |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|---------------|
| Length of railway line, | 15.654 miles. |
| Length of second main track, | 2.972 " |
| Total length of main track, | 18.626 " |
| Length of sidings, switches, etc., | 2.728 " |
| Total, computed as single track, | 21.354 " |

Names of the several cities and towns in which the railways operated by the company are located: Mattapoisett, Marion and Wareham.

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | - | - | 1 | - | 1 |
| Employees, | - | - | - | - | - | - |
| Other persons, | - | - | - | - | - | - |
| TOTALS, | - | - | - | 1 | - | 1 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NEW BEDFORD & ONSET STREET RAILWAY COMPANY,
7 PURCHASE STREET, NEW BEDFORD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Henry H. Crapo, *President*, New Bedford, Mass. Thomas B. Tripp, *Vice-President*, New Bedford, Mass. Elton S. Wilde, *Treasurer*, New Bedford, Mass. Clarence A. Cook, *Clerk of Corporation*, New Bedford, Mass. Oliver Prescott, Jr., *General Counsel*, New Bedford, Mass. John F. Swift, *Auditor*, New Bedford, Mass. Edward E. Potter, *Superintendent*, New Bedford, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Henry H. Crapo, New Bedford, Mass. Thomas B. Tripp, New Bedford, Mass. Clarence A. Cook, New Bedford, Mass. Edward S. Brown, New Bedford, Mass. Walter P. Winsor, New Bedford, Mass. Chas. H. Lawton, New Bedford, Mass. Oliver Prescott, Jr., Dartmouth, Mass. Joseph K. Nye, Fairhaven, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

HENRY H. CRAPO,
THOMAS B. TRIPP,
CLARENCE A. COOK,
OLIVER PRESCOTT, JR.,
E. S. BROWN,
Directors.
ELTON S. WILDE,
Treasurer.
EDWARD E. POTTER,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, SS. Nov. 6, 1901. Then personally appeared the above-named Henry H. Crapo, Thomas B. Tripp, Clarence A. Cook, Oliver Prescott, Jr., E. S. Brown, Elton S. Wilde and Edward E. Potter, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ISAAC W. PHELPS,
Justice of the Peace.

REPORT

OF THE

NEWTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|--------------|
| Gross earnings from operation, | \$129,750 86 |
| Operating expenses, | 88,863 24 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$40,887 62 |
| Charges upon income accrued during the year: | |
| Interest on funded debt, | \$6,750 00 |
| Interest and discount on unfunded debts and loans, | 7,760 90 |
| Taxes, State and local, | \$4,298 63 |
| Taxes, commutation, | 2,303 73 |
| | 6,602 36 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 21,113 26 |
| NET DIVISIBLE INCOME, | \$19,774 36 |
| Dividends declared: | |
| 6½ per cent on \$210,000, | \$13,650 00 |
| 3 per cent on \$105,000, | 3,150 00 |
| TOTAL DIVIDENDS DECLARED, | 16,800 00 |
| Surplus for the year ending September 30, 1901, | \$2,974 36 |
| Amount of surplus September 30, 1900, | 19,523 83 |
| Credits to profit and loss account during the year: premium received from sale of stock, | \$21,000 00 |
| Debits to profit and loss account during the year: car account reduced, | 10,000 00 |
| NET AMOUNT CREDITED TO PROFIT AND LOSS, | 11,000 00 |
| TOTAL SURPLUS SEPTEMBER 30, 1901, | \$33,498 19 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$124,595 75 |
| Receipts from carriage of express and parcels, | 36 00 |
| Receipts from tolls for use of tracks by other companies, | 3,310 11 |
| Receipts from rentals of buildings and other property, | 843 72 |
| Receipts from advertising in cars, | 500 04 |
| Receipts from interest on deposits, | 153 25 |
| Other earnings from operation: received from sale of old junk, old iron, copper, etc., | 311 99 |
| GROSS EARNINGS FROM OPERATION, | \$129,750 86 |

| EXPENSES OF OPERATION. | |
|---|---------------------|
| General expenses: | |
| Salaries of general officers and clerks, | \$7,125 04 |
| General office expenses and supplies, | 925 77 |
| Legal expenses, | 350 00 |
| Insurance, | 988 82 |
| Other general expenses: engineering, plans, music, and public celebrations, | 4,051 78 |
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | 3,878 57 |
| Repair of electric line construction, | 1,655 92 |
| Removal of snow and ice, | 442 87 |
| Repair of buildings, | 433 36 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | 5,726 48 |
| Repair of electric equipment of cars, | 3,552 52 |
| Provender and stabling for horses, | 330 58 |
| Transportation expenses: | |
| Cost of electric motive power, \$18,653.39; less power sold, \$1,907.93; net, | 16,745 46 |
| Wages and compensation of persons employed in conducting transportation, | 34,164 94 |
| Damages for injuries to persons and property, | 4,205 49 |
| Tolls for trackage over other railways, | 3,339 71 |
| Other transportation expenses: oil, grease, fuel and lamps, | 945 93 |
| TOTAL OPERATING EXPENSES, | \$88,863 24 |
| PROPERTY ACCOUNTS. | |
| Additions to railway: | |
| Extension of tracks (length, 10,000 feet), | \$56,374 63 |
| New electric line construction (length, 10,000 feet), | 5,947 05 |
| TOTAL ADDITIONS TO RAILWAY, | \$62,321 68 |
| Additions to equipment: | |
| Additional cars, | \$8,845 83 |
| Electric equipment of same, | 11,250 00 |
| TOTAL ADDITIONS TO EQUIPMENT, | \$20,095 83 |
| Additions to land and buildings: | |
| Additional land necessary for operation of railway, | \$4,703 79 |
| New buildings necessary for operation of railway, | 8,823 05 |
| TOTAL ADDITIONS TO LAND AND BUILDINGS, | 13,526 84 |
| Additions to other permanent property: paid city of Newton for street widening, | 17,110 70 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$113,055 05 |
| Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): car account reduced, | 10,000 00 |
| NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, | \$103,055 05 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1901.

| ASSETS. | | DR. | |
|--|-----------|-----|--------------|
| Cost of railway: | | | |
| Roadbed and tracks, | \$286,394 | 57 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 51,412 | 09 | |
| Interest accrued during construction of rail- way, | 2,766 | 18 | |
| Engineering and other expenses incident to construction, | 16,782 | 73 | |
| Other items of railway cost: purchase of Waltham & Newton Street Railway, | 45,582 | 56 | |
| TOTAL COST OF RAILWAY OWNED, | | | \$402,938 13 |
| Cost of equipment: | | | |
| Cars and other rolling stock and vehicles, | \$69,054 | 43 | |
| Electric equipment of same, | 43,013 | 73 | |
| TOTAL COST OF EQUIPMENT OWNED, | | | 112,068 16 |
| Cost of land and buildings: | | | |
| Land and buildings necessary for operation of railway, | | | 64,376 13 |
| Other permanent property: paid city of Newton for street widening, | | | 22,110 70 |
| TOTAL PERMANENT INVESTMENTS, | | | \$601,493 12 |
| Cash and current assets: cash, | | | 5 07 |
| TOTAL, | | | \$601,498 19 |
| LIABILITIES. | | CR. | |
| Capital stock, | \$315,000 | 00 | |
| Funded debt, | 135,000 | 00 | |
| Real estate mortgages, | 5,000 | 00 | |
| Current liabilities: loans and notes payable, | 113,000 | 00 | |
| Profit and loss balance (surplus), | 33,498 | 19 | |
| TOTAL, | | | \$601,498 19 |
| CAPITAL STOCK: | | | |
| Capital stock authorized by law, | \$315,000 | 00 | |
| Capital stock authorized by votes of company, | 315,000 | 00 | |
| Capital stock issued and outstanding, | | | \$315,000 00 |
| Number of shares issued and outstanding, | 3,150 | | |
| Number of stockholders, | 87 | | |
| Number of stockholders in Massachusetts, | 83 | | |
| Amount of stock held in Massachusetts, | \$306,300 | 00 | |

REAL ESTATE MORTGAGES.

| DESCRIPTION OF MORTGAGED PROPERTY. | Rate of Interest. | Mortgage when Due. | Amount. | Interest Paid during the Year. |
|---------------------------------------|----------------------|-----------------------|------------|--------------------------------------|
| Land and buildings, | Per Cent. 4½ | Overdue, | \$5,000 00 | \$106 25 |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|-----------------------------|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage bonds, . . . | Per Cent. 5 | 1912, . . . | \$135,000 00 | \$6,750 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|-----------|
| Number of passengers paying revenue carried during the year, | 2,691,172 |
| Number carried per mile of main railway track operated, . | 153,474 |
| Number of car miles run, | 579,485 |
| Average number of persons employed, | 62 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Not Equipped. | Total Passenger Cars. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|--------------------------------|------------------------------|---------------|-----------------------|------------------------|---------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | | | |
| Box passenger cars, | 21 | 1 | 22 | 22 | 21 | - |
| Open passenger cars, | 20 | - | 20 | 20 | - | - |
| TOTAL, | 41 | 1 | 42 | 42 | 21 | 65 |
| CARS — OTHER SERVICE. | | | | | | |
| Work cars, | - | - | 2 | - | - | - |
| Other cars, | - | - | 1 | - | - | - |
| TOTAL, | - | - | 3 | - | - | - |
| Snow ploughs, | 4 | - | - | - | - | - |

MISCELLANEOUS EQUIPMENT.

| | |
|---|---|
| Carts and snow sleds, | 1 |
| Other highway vehicles: 3 snow levellers, 1 tower wagon, 1 heavy wagon, 1 express wagon, 1 concord wagon, 1 pung, | 8 |
| Horses, | 3 |
| Harnesses (double, 2; single, 3), | 5 |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| RAILWAY OWNED, ETC. | Owned. | Trackage over Other Railways. | Total Owned, etc. |
|--|--------|-------------------------------|-------------------|
| | Miles. | Miles. | Miles. |
| Length of railway line, | 14.621 | 2.518 | 17.139 |
| Length of second main track, | .396 | - | .396 |
| TOTAL LENGTH OF MAIN TRACK, | 15.017 | 2.518 | 17.535 |
| Length of sidings, switches, etc., | .673 | - | .673 |
| TOTAL, COMPUTED AS SINGLE TRACK, | 15.690 | 2.518 | 18.208 |

Names of the several cities and towns in which the railways operated by the company are located: Newton, Waltham and Watertown.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|--|-------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of company's railway with railroads at grade (3 in number), viz.: | | |
| With Boston & Maine Railroad (Fitchburg Division), at Moody Street, Waltham, | 3 | 1 |
| With Boston & Maine Railroad (Fitchburg Division), at Main Street, Waltham, | 2 | 1 |
| With Boston & Maine Railroad (Fitchburg Division), at River Street, Waltham, | 2 | 1 |
| TOTAL NUMBER OF TRACKS AT CROSSINGS, | 7 | 3 |

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | - | - | 3 | - | 3 |
| Employees, | - | - | - | - | - | - |
| Other persons, | - | - | - | 1 | - | 1 |
| TOTALS, | - | - | - | 4 | - | 4 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NEWTON STREET RAILWAY COMPANY,

WEST NEWTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Winthrop Coffin, *President*, 60 State Street, Boston, Mass. Ephraim Stearns, *Vice-President*, 87 Summer Street, Boston, Mass. Charles W. Smith, *Treasurer*, 53 Tremont Street, Boston, Mass. George W. Morse, *Clerk of Corporation*, 28 State Street, Boston, Mass. Morse & Lane, *General Counsel*, 28 State Street, Boston, Mass. Francis G. L. Henderson, *Superintendent*, West Newton, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Winthrop Coffin, Brookline, Mass. Charles W. Smith, Boston, Mass. George W. Morse, Newtonville, Mass. Ephraim Stearns, Waltham, Mass. Thomas P. Smith, Waltham, Mass. Sydney Harwood, Newton, Mass. Samuel Farquhar, Newton, Mass. Alden E. Viles, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

WINTHROP COFFIN,
GEO. W. MORSE,
EPHRAIM STEARNS,
THOMAS P. SMITH,
ALDEN E. VILES,
SAMUEL FARQUHAR,
CHAS. W. SMITH,
Directors.
CHAS. W. SMITH,
Treasurer.
F. G. L. HENDERSON,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Oct. 29, 1901. Then personally appeared the above-named Winthrop Coffin, Geo. W. Morse, Ephraim Stearns, Thomas P. Smith, Alden E. Viles, Samuel Farquhar, Chas. W. Smith and F. G. L. Henderson, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JEROME C. SMITH,
Justice of the Peace.

REPORT

OF THE

NEWTON & BOSTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|-------------|
| Gross earnings from operation, | \$64,912 24 |
| Operating expenses, | 92,589 65 |
| GROSS DEFICIT ABOVE OPERATING EXPENSES, . . . | \$27,677 41 |
| Charges upon income accrued during the year: | |
| Interest on funded debt, | \$8,125 00 |
| Interest and discount on unfunded debts and loans, | 6,863 43 |
| Taxes, State and local, | \$2,313 64 |
| Taxes, commutation, | 1,381 29 |
| | 3,694 93 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . | 18,683 36 |
| Deficit for the year ending September 30, 1901, . . . | \$46,360 77 |
| Amount of deficit September 30, 1900, | 4,618 49 |
| | \$50,979 26 |
| Credits to profit and loss account during the year: premium on sale of bonds, | \$4,443 50 |
| Debits to profit and loss account during the year: | |
| Discount on bonds previously sold and charged construction, | \$3,330 00 |
| Interest during construction, | 1,056 40 |
| TOTAL DEBITS, | 4,386 40 |
| NET AMOUNT CREDITED TO PROFIT AND LOSS, . . . | 57 10 |
| TOTAL DEFICIT SEPTEMBER 30, 1901, | \$50,922 16 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$63,520 52 |
| Receipts from tolls for use of tracks by other companies, | 432 06 |
| Receipts from rentals of buildings and other property, | 561 83 |
| Receipts from advertising in cars, | 346 63 |
| Receipts from interest on deposits, | 51 20 |
| GROSS EARNINGS FROM OPERATION, | \$64,912 24 |

| EXPENSES OF OPERATION. | |
|--|--------------------|
| General expenses : | |
| Salaries of general officers and clerks, | \$7,417 75 |
| General office expenses and supplies, | 2,617 79 |
| Legal expenses, | 405 10 |
| Insurance, | 1,498 50 |
| Maintenance of roadway and buildings : | |
| Repair of roadbed and track, | 4,846 65 |
| Repair of electric line construction, | 5,591 58 |
| Removal of snow and ice, | 264 70 |
| Repair of buildings, | 1,064 04 |
| Maintenance of equipment : | |
| Repair of cars and other vehicles, | 5,925 00 |
| Repair of electric equipment of cars, | 5,494 52 |
| Renewal of horses, harnesses, shoeing, etc., | 402 32 |
| Provender and stabling for horses, | 200 14 |
| Transportation expenses : | |
| Cost of electric motive power, \$54,917.88; less power sold, \$29,090.55; net, | 25,827 33 |
| Wages and compensation of persons employed in conduct- ing transportation, | 21,640 29 |
| Damages for injuries to persons and property, | 3,680 55 |
| Tolls for trackage over other railways, | 4,344 16 |
| Other transportation expenses: miscellaneous, rent of cars, oil, grease, fuel, etc., | 1,369 23 |
| TOTAL OPERATING EXPENSES, | \$92,589 65 |
| PROPERTY ACCOUNTS. | |
| Additions to railway: amount spent improving track con- struction and overhead lines, | \$5,972 01 |
| Additions to equipment: | |
| Amount spent in improvement of rolling stock and equipment, | \$3,619 44 |
| Other additions to equipment: | |
| One horse and sleigh, | 228 00 |
| Office furniture, | 27 90 |
| TOTAL ADDITIONS TO EQUIPMENT, | 3,875 34 |
| Additions to land and buildings: | |
| Additional equipment of power stations, | \$9,166 75 |
| New buildings necessary for operation of railway (improvements), | 60 30 |
| TOTAL ADDITIONS TO LAND AND BUILDINGS, | 9,227 05 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$19,074 40 |
| Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): | |
| Discount on bonds charged off, | \$3,330 00 |
| Interest during construction, | 1,056 40 |
| TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, | 4,386 40 |
| NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, | \$14,688 00 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1901.

| ASSETS. | | DR. | |
|---|-----------|-----|--------------|
| Cost of railway: | | | |
| Roadbed and tracks, | \$150,462 | 34 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 39,827 | 82 | |
| Engineering and other expenses incident to construction, | 634 | 69 | |
| TOTAL COST OF RAILWAY OWNED, | | | \$190,924 85 |
| Cost of equipment: | | | |
| Cars and other rolling stock and vehicles, | \$48,089 | 65 | |
| Electric equipment of same, | 63,697 | 38 | |
| Horses, | 403 | 00 | |
| Other items of equipment, | 380 | 70 | |
| TOTAL COST OF EQUIPMENT OWNED, | | | 112,570 73 |
| Cost of land and buildings: | | | |
| Land necessary for operation of railway, | \$7,500 | 00 | |
| Electric power stations, including equipment, Other buildings necessary for operation of railway, | 128,341 | 17 | |
| | 26,538 | 84 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | | 162,380 01 |
| TOTAL PERMANENT INVESTMENTS, | | | \$465,875 59 |
| Cash and current assets: | | | |
| Cash, | \$255 | 47 | |
| Bills and accounts receivable, | 446 | 78 | |
| TOTAL CASH AND CURRENT ASSETS, | | | 702 25 |
| Profit and loss balance (deficit), | | | 50,922 16 |
| TOTAL, | | | \$517,500 00 |
| LIABILITIES. | | CR. | |
| Capital stock, | | | \$200,000 00 |
| Funded debt, | | | 200,000 00 |
| Current liabilities: loans and notes payable, | | | 117,500 00 |
| TOTAL, | | | \$517,500 00 |
| CAPITAL STOCK. | | | |
| Capital stock authorized by law, | \$250,000 | 00 | |
| Capital stock authorized by votes of company, | 200,000 | 00 | |
| Capital stock issued and outstanding, | | | \$200,000 00 |
| Number of shares issued and outstanding, | 2,000 | | |
| Number of stockholders, | 29 | | |
| Number of stockholders in Massachusetts, | 29 | | |
| Amount of stock held in Massachusetts, | \$198,800 | 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|---------------------------------|----------------------|----------------------|------------------------|--------------------------------------|
| First mortgage bonds, | Per Cent. 5 | July 1, 1912, . | \$200,000 00 | \$8,125 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|---|-----------|
| Number of passengers paying revenue carried during the year, | 1,638,882 |
| Number carried per mile of main railway track operated, . . . | 124,564 |
| Number of car miles run, | 413,415 |
| Average number of persons employed, | 80 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|--------------------------------|---------------------------------|---------------------------|------------------------------------|-------------------|
| CARS—PASSENGER SERVICE. | | | | |
| Box passenger cars, | 11 | 11 | 11 | - |
| Open passenger cars, | 15 | 15 | - | - |
| TOTAL, | 26 | 26 | 11 | 62 |
| CARS—OTHER SERVICE. | | | | |
| Sand cars, | 2 | - | - | - |
| Snow ploughs, | 3 | - | - | - |

MISCELLANEOUS EQUIPMENT.

| | |
|---|---|
| Carts and snow sleds, | 1 |
| Other highway vehicles: 1 express wagon, 1 pung, 1 tower wagon, 2 snow levellers, 1 democrat wagon, 1 sleigh, . . | 7 |
| Horses, | 3 |
| Harnesses (single), | 4 |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| RAILWAY OWNED, ETC. | Owned. | Trackage over Other Railways. | Total Owned, etc. |
|--|--------|-------------------------------------|-------------------------|
| | Miles. | Miles. | Miles. |
| Length of railway line, | 9.031 | 4.126 | 13.157 |
| Length of sidings, switches, etc., | .755 | .096 | .851 |
| TOTAL, COMPUTED AS SINGLE TRACK, | 9.786 | 4.222 | 14.008 |

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BE- YOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | 2 | - | 4 | - | 6 |
| Employees, | - | - | - | - | - | - |
| Other persons, | - | - | - | - | - | - |
| TOTALS, | - | 2 | - | 4 | - | 6 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NEWTON & BOSTON STREET RAILWAY COMPANY,
NEWTONVILLE, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Adams D. Clafin, *President and General Manager*, Newtonville, Mass.
Austin R. Mitchell, *Vice-President*, Newtonville, Mass. James L. Richards,
Treasurer, 276 State Street, Boston, Mass. Russell A. Sears, *Clerk of Corporation*, 402 Exchange Building, Boston, Mass. Samuel L. Powers, *General Counsel*, 125 Milk Street, Boston, Mass. Edw. C. Spring, *Superintendent*, Newtonville, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Adams D. Clafin, Newton Centre, Mass. Austin R. Mitchell, Newtonville, Mass. James L. Richards, Newtonville, Mass. James W. French, Newton, Mass. G. Fred Simpson, Newton, Mass. William F. Hammett, Newton, Mass. Joseph Remick, Melrose, Mass. Arthur P. Stone, Cambridge, Mass. Leonard D. Ahl, 10 Commonwealth Avenue, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true

ADAMS D. CLAFLIN,
JAMES L. RICHARDS,
WILLIAM F. HAMMETT,
JAMES W. FRENCH,
G. FRED SIMPSON,
ARTHUR P. STONE,
AUSTIN R. MITCHELL,

Directors.

JAMES L. RICHARDS,

Treasurer.

EDW. C. SPRING,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Oct. 26, 1901. Then personally appeared the above-named Adams D. Clafin, James L. Richards, William F. Hammett, James W. French, G. Fred Simpson, Arthur P. Stone and Austin R. Mitchell, and on the 28th inst., Edward C. Spring, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

RUSSELL A. SEARS,

Justice of the Peace.

REPORT

OF THE

NEWTONVILLE & WATERTOWN STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

[Tracks used by the Newton & Boston.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|--------------|
| Rental received from lease of railway, | \$7,752 94 |
| Expenses and charges upon income accrued during the year: | |
| Salaries and maintenance of organization, | \$373 22 |
| Interest and discount on unfunded debts and loans, | 2,592 79 |
| Taxes, | 625 25 |
| Other expenses and charges upon income, | 48 69 |
| TOTAL EXPENSES AND CHARGES UPON INCOME, | 3,639 95 |
| NET DIVISIBLE INCOME, | \$4,112 99 |
| Dividends declared (7 ²⁰ / ₁₀₀ per cent), | 3,600 00 |
| Surplus for the year ending September 30, 1901, | \$512 99 |
| Amount of deficit September 30, 1900, | 106 22 |
| TOTAL SURPLUS SEPTEMBER 30, 1901, | \$406 77 |
| GENERAL BALANCE SHEET SEPTEMBER 30, 1901. | |
| ASSETS. | DR. |
| Cost of railway: | |
| Roadbed and tracks, | \$89,208 05 |
| Electric line construction, including poles, wiring, feeder lines, etc., | 18,200 54 |
| Interest accrued during construction of railway, | 51 25 |
| Engineering and other expenses incident to construction, | 1,105 10 |
| TOTAL COST OF RAILWAY OWNED, | \$108,564 94 |
| Cash and current assets: cash, | 1,491 83 |
| TOTAL, | \$110,056 77 |

| LIABILITIES. | | CR. | |
|---|--|-----|--------------|
| Capital stock, | | | \$50,000 00 |
| Current liabilities: loans and notes payable, | | | 59,650 00 |
| Profit and loss balance (surplus), | | | 406 77 |
| TOTAL, | | | \$110,056 77 |

| PROPERTY ACCOUNTS. | | | |
|--|----------|--|----------|
| Additions to railway: | | | |
| Extension of tracks (length, 346 feet), | \$482 47 | | |
| New electric line construction (length, 346 feet), | 14 91 | | |
| TOTAL ADDITIONS TO RAILWAY, | | | \$497 38 |

| CAPITAL STOCK. | | | |
|---|--------------|--|-------------|
| Capital stock authorized by law, | \$100,000 00 | | |
| Capital stock authorized by votes of company, | 50,000 00 | | |
| Capital stock issued and outstanding, | | | \$50,000 00 |
| Number of shares issued and outstanding, | 500 | | |
| Number of stockholders, | 19 | | |
| Number of stockholders in Massachusetts, | 19 | | |
| Amount of stock held in Massachusetts, | \$50,000 00 | | |

RAILWAY OWNED.

| | |
|--|--------------|
| Length of railway line, | 4.308 miles. |
| Length of sidings, switches, etc., | .357 " |
| Total, computed as single track, | 4.665 " |

Names of the several cities and towns in which the railway owned by the company is located: Newton, Watertown and Boston.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NEWTONVILLE & WATERTOWN STREET RAILWAY COMPANY,
NEWTONVILLE, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

James L. Richards, *President*, 276 State Street, Boston, Mass. Joseph Remick, *Treasurer and Clerk of Corporation*, 115 Devonshire Street, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

James L. Richards, Newtonville, Mass. Horace B. Parker, Newtonville, Mass. William Endicott, Jr., 165 Beacon Street, Boston, Mass. Joseph Remick, Melrose, Mass. Jeremiah Smith, Jr., Cambridge, Mass. R. Elmer Townsend, 3 Plymouth Street, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JAMES L. RICHARDS,
JOSEPH REMICK,
WILLIAM ENDICOTT, JR.,
R. ELMER TOWNSEND,
Directors.
JOSEPH REMICK,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. OCT. 31, 1901. Then personally appeared the above-named James L. Richards, Joseph Remick, William Endicott, Jr., and R. Elmer Townsend, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GEO. E. PERRIN,
Notary Public.

REPORT

OF THE

NORFOLK WESTERN STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|-------------|
| Gross earnings from operation, | \$25,421 40 |
| Operating expenses, | 21,976 95 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$3,444 45 |
| Charges upon income accrued during the year: | |
| Interest on funded debt, | \$5,000 00 |
| Interest and discount on unfunded debts and loans, | 3,553 08 |
| Taxes, State and local, | \$601 48 |
| Taxes, commutation, | 239 24 |
| | 840 72 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 9,393 80 |
| Deficit for the year ending September 30, 1901, | \$5,949 35 |
| Amount of deficit September 30, 1900, | 2,586 62 |
| TOTAL DEFICIT SEPTEMBER 30, 1901, | \$8,535 97 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$25,391 40 |
| Receipts from advertising in cars, | 30 00 |
| GROSS EARNINGS FROM OPERATION, | \$25,421 40 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks, | \$698 51 |
| General office expenses and supplies, | 242 39 |
| Legal expenses, | 235 50 |
| Insurance, | 247 70 |
| Other general expenses: store-room expense, \$20.60; advertising, \$98.52; general expense, \$961.38; revenue tax, \$8.22, | 1,088 72 |
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | 693 67 |
| Repair of electric line construction, | 418 94 |
| Removal of snow and ice, | 520 94 |
| Repair of buildings, | 15 81 |

| | |
|---|--------------------|
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | \$977 70 |
| Repair of electric equipment of cars, | 1,017 43 |
| Renewal of horses, harnesses, shoeing, etc., | 67 18 |
| Transportation expenses: | |
| Cost of electric motive power, | 6,656 27 |
| Wages and compensation of persons employed in conducting transportation, | 7,346 92 |
| Damages for injuries to persons and property, | 557 50 |
| Other transportation expenses: car service supplies, \$64.75; miscellaneous car service expenses, \$543.95; cleaning, oiling and sanding track, \$583.07, | 1,191 77 |
| TOTAL OPERATING EXPENSES, | \$21,976 95 |

PROPERTY ACCOUNTS.

| | |
|--|-------------------|
| Additions to railway: extension of tracks and new electric line construction, | \$509 60 |
| Additions to equipment: additional rolling stock and vehicles, snow plough, | 909 01 |
| Additions to other permanent property: fitting up machine shop, | 137 55 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$1,556 16 |
| Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): | |
| Cars, motors and trucks, | \$10 30 |
| Horses, | 20 00 |
| Car barn, | 508 76 |
| TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, | 539 06 |
| NET ADDITIONS TO PROPERTY ACCOUNTS FOR THE YEAR, | \$1,017 10 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1901.

| ASSETS. | | DR. |
|--|--------------|---------------------|
| Cost of railway: | | |
| Roadbed and tracks, | \$125,737 12 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 29,305 65 | |
| Interest accrued during construction of railway, | 4,906 70 | |
| Engineering and other expenses incident to construction, | 16,032 12 | |
| TOTAL COST OF RAILWAY OWNED, | | \$175,981 59 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, | \$18,032 16 | |
| Electric equipment of same, | 9,500 59 | |
| Horses, | 612 35 | |
| Other items of equipment: office furniture and sundry equipment, | 680 53 | |
| TOTAL COST OF EQUIPMENT OWNED, | | 28,825 63 |

| | | |
|--|--------------|---------------------|
| Cost of land and buildings: | | |
| Land necessary for operation of railway, | \$1,075 00 | |
| Electric power stations, including equipment, | 18,600 00 | |
| Other buildings necessary for operation of railway, | 29,587 31 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | \$49,262 31 |
| TOTAL PERMANENT INVESTMENTS, | | \$254,069 53 |
| Cash and current assets: | | |
| Cash, | \$2,045 69 | |
| Bills and accounts receivable, | 638 58 | |
| Other cash and current assets: prepaid interest and insurance, | 246 28 | |
| TOTAL CASH AND CURRENT ASSETS, | | 2,930 55 |
| Miscellaneous assets: materials and supplies, | | 1,640 80 |
| Profit and loss balance (deficit), | | 8,535 97 |
| TOTAL, | | \$267,176 85 |
| LIABILITIES. | | Cr. |
| Capital stock, | | \$100,000 00 |
| Funded debt, | | 100,000 00 |
| Current liabilities: | | |
| Loans and notes payable, | \$61,540 67 | |
| Audited vouchers and accounts, | 4,802 85 | |
| TOTAL CURRENT LIABILITIES, | | 66,343 52 |
| Accrued liabilities: interest accrued and not yet due, | | 833 33 |
| TOTAL, | | \$267,176 85 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$100,000 00 | |
| Capital stock authorized by votes of company, | 100,000 00 | |
| Capital stock issued and outstanding, | | \$100,000 00 |
| Number of shares issued and outstanding, | 1,000 | |
| Number of stockholders, | 35 | |
| Number of stockholders in Massachusetts, | 35 | |
| Amount of stock held in Massachusetts, | \$100,000 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|--------------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage gold bonds, | Per Cent. 5 | Aug. 1, 1919, | \$100,000 00 | \$5,000 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|---------|
| Number of passengers paying revenue carried during the year, | 515,289 |
| Number carried per mile of main railway track operated, | 56,756 |
| Number of car miles run, | 178,361 |
| Average number of persons employed, | 16 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Not Equipped. | Total Pas- senger Cars. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|----------------------------------|---------------------------------|---------------|----------------------------|---------------------------|------------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | | | |
| Box passenger cars, | 5 | 5 | 10 | 5 | 5 | - |
| Open passenger cars, | 3 | - | 3 | 3 | - | - |
| TOTAL, | 8 | 5 | 13 | 8 | 5 | 12 |
| CARS — OTHER SERVICE. | | | | | | |
| Other cars, | 1 | - | - | - | - | - |
| Snow ploughs, | 2 | - | - | - | - | - |

MISCELLANEOUS EQUIPMENT.

| | |
|-------------------------------|---|
| Highway vehicles: | |
| Tower wagon, | 1 |
| Tip cart, | 1 |
| Harnesses (double), | 1 |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|--------------|
| Length of railway line, | 9.079 miles. |
| Length of sidings, switches, etc., | .371 " |
| Total, computed as single track, | 9.450 " |

Names of the several cities and towns in which the railways operated by the company are located: Dedham, Westwood, Dover, Walpole and Medfield.

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BE- YOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | 1 | - | 2 | - | 3 |
| Employees, | - | 1 | - | - | - | 1 |
| Other persons, | - | - | - | 1 | - | 1 |
| TOTALS, | - | 2 | - | 3 | - | 5 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NORFOLK WESTERN STREET RAILWAY COMPANY,
WESTWOOD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John F. Merrill, *President*, Quincy, Mass. Fred S. Gore, *Treasurer*, 54 Kilby Street, Boston, Mass. James A. Fitton, *Clerk of Corporation*, 85 Water Street, Boston, Mass. Ezra E. Savage, *Superintendent*, Westwood, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John F. Merrill, Quincy, Mass. Fred S. Gore, Boston, Mass. Walter H. Grose, Boston, Mass. Geo. W. W. Whitney, Dorchester, Mass. James A. Fitton, Dorchester, Mass. John E. Smith, Norwood, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JAMES A. FITTON,
JOHN F. MERRILL,
GEO. W. W. WHITNEY,
WALTER H. GROSE,
FRED S. GORE,
FRED S. GORE, *Directors.*
Treasurer.
EZRA E. SAVAGE,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. NOV. 14, 1901. Then personally appeared the above-named James A. Fitton, John F. Merrill, George W. W. Whitney, Walter H. Grose, Fred S. Gore and Ezra E. Savage, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ALBERT F. HAYDEN,
Justice of the Peace.

REPORT

OF THE

NORTHAMPTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|--------------|
| Gross earnings from operation, | \$133,428 53 |
| Operating expenses, | 88,095 63 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$45,332 90 |
| Charges upon income accrued during the year: | |
| Interest on funded debt, | \$8,250 00 |
| Interest and discount on unfunded debts and loans, | 625 00 |
| Taxes, State and local, | \$7,270 92 |
| Taxes, commutation, | 2,124 71 |
| | 9,395 63 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 18,270 63 |
| NET DIVISIBLE INCOME, | \$27,062 27 |
| Dividends declared (8 per cent), | 24,000 00 |
| Surplus for the year ending September 30, 1901, | \$3,062 27 |
| Amount of surplus September 30, 1900, | 31,340 90 |
| TOTAL SURPLUS SEPTEMBER 30, 1901, | \$34,403 17 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$130,430 54 |
| Receipts from carriage of mails, | 1,608 64 |
| Receipts from rentals of buildings and other property, | 1,053 35 |
| Receipts from advertising in cars, | 336 00 |
| GROSS EARNINGS FROM OPERATION, | \$133,428 53 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks, | \$5,324 94 |
| General office expenses and supplies, | 1,435 60 |
| Legal expenses, | 452 73 |
| Insurance, | 1,416 71 |
| Other general expenses: water rent, | 203 71 |

| | |
|--|--------------------|
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | \$9,108 64 |
| Repair of electric line construction, | 1,422 82 |
| Removal of snow and ice, | 1,610 49 |
| Repair of buildings, | 696 40 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | 6,395 02 |
| Repair of electric equipment of cars, | 5,604 80 |
| Provender and stabling for horses, | 391 76 |
| Transportation expenses: | |
| Cost of electric motive power, | 13,350 52 |
| Wages and compensation of persons employed in conducting transportation, | 39,624 17 |
| Damages for injuries to persons and property, | 1,057 32 |
| TOTAL OPERATING EXPENSES, | \$88,095 63 |

PROPERTY ACCOUNTS.

| | |
|---|---------------------|
| Additions to railway: | |
| Extension of tracks (length, 8,599 feet), | \$32,962 35 |
| New electric line construction (length, 8,599 feet), | 5,483 96 |
| TOTAL ADDITIONS TO RAILWAY, | \$38,446 31 |
| Additions to equipment: | |
| Additional cars (7 in number), | \$18,659 93 |
| Electric equipment of same, | 17,546 29 |
| Other additions to equipment: sundry equipment, | 3,050 64 |
| TOTAL ADDITIONS TO EQUIPMENT, | 39,256 86 |
| Additions to land and buildings: | |
| Additional land necessary for operation of railway, | \$2,669 31 |
| New electric power stations, including machinery, etc., | 33,193 59 |
| TOTAL ADDITIONS TO LAND AND BUILDINGS, | 35,862 90 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$113,566 07 |
| Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): track construction, rail sold, | |
| | 62 90 |
| NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, | \$113,503 17 |

GENERAL BALANCE SHEET, SEPTEMBER 30, 1901.

| | ASSETS. | DR. |
|--|--------------|---------------------|
| Cost of railway: | | |
| Roadbed and tracks, | \$314,943 88 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 54,129 45 | |
| Engineering and other expenses incident to construction, | 11,183 17 | |
| TOTAL COST OF RAILWAY OWNED, | | \$880,256 50 |

| | | |
|--|--------------|--------------|
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, | \$72,251 09 | |
| Electric equipment of same, | 67,374 84 | |
| Horses, | 280 00 | |
| Other items of equipment: sundry equip- ment, | 12,767 02 | |
| TOTAL COST OF EQUIPMENT OWNED, | | \$152,672 95 |
| Cost of land and buildings: | | |
| Land necessary for operation of railway, | \$20,630 21 | |
| Electric power stations, including equip- ment, | 91,416 91 | |
| Other buildings necessary for operation of railway, | 34,422 18 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | 146,469 30 |
| Other permanent property: pleasure resort, | | 2,010 76 |
| TOTAL PERMANENT INVESTMENTS, | | \$681,409 51 |
| Cash and current assets: cash, | | 11,634 27 |
| Miscellaneous assets: materials and supplies, | | 1,859 39 |
| TOTAL, | | \$694,403 17 |
| LIABILITIES. | | CR. |
| Capital stock, | | \$300,000 00 |
| Funded debt, | | 225,000 00 |
| Current liabilities: loans and notes payable, | | 135,000 00 |
| Profit and loss balance (surplus), | | 34,403 17 |
| TOTAL, | | \$694,403 17 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$300,000 00 | |
| Capital stock authorized by votes of company, | 300,000 00 | |
| Capital stock issued and outstanding, | | \$300,000 00 |
| Number of shares issued and outstanding, | 3,000 | |
| Number of stockholders, | 186 | |
| Number of stockholders in Massachusetts, | 158 | |
| Amount of stock held in Massachusetts, | \$269,700 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|--|----------------------|----------------------|------------------------|--------------------------------------|
| Fifty coupon bonds \$500 each, trust- ees, Springfield Safe Deposit and Trust Company, | Per Cent. | | | |
| Twenty coupon bonds \$10,000 each, Ralph B. Bardwell and Erwin H. Kennedy of Pittsfield, Mass., trust- ees, | 5 | April 1, 1909, | \$25,000 00 | \$1,250 00 |
| | 4½ | June 1, 1910, | 200,000 00 | 7,000 00 |
| TOTALS, | | | \$225,000 00 | \$8,250 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|-----------|
| Number of passengers paying revenue carried during the year, | 2,624,703 |
| Number carried per mile of main railway track operated, . | 107,707 |
| Number of car miles run, | 773,782 |
| Average number of persons employed, | 105 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|--------------------------------|---------------------------------|---------------------------|------------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | |
| Box passenger cars, | 21 | 21 | 21 | 50 |
| Open passenger cars, | 21 | 21 | — | 40 |
| TOTAL, | 42 | 42 | 21 | 90 |
| CARS — OTHER SERVICE. | | | | |
| Mail cars, | 1 | 1 | 1 | 4 |
| Work cars, | 5 | — | — | 2 |
| Other cars, | 3 | 3 | — | 6 |
| TOTAL, | 9 | 4 | 1 | 12 |
| Snow ploughs, | 4 | — | — | 8 |

MISCELLANEOUS EQUIPMENT.

| | |
|---|---|
| Carts and snow sleds, | 5 |
| Other highway vehicles: 1 buggy, 1 sleigh, 1 wagon, | 3 |
| Horses, | 3 |
| Harnesses (double, 2; single, 2), | 4 |
| Other items of equipment: 1 tower wagon, | 1 |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|---------------|
| Length of railway line, | 24.369 miles. |
| Length of sidings, switches, etc., | 1.893 " |
| Total, computed as single track, | 26.262 " |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|--------------|
| Length of railway line, | 4.079 miles. |
|-----------------------------------|--------------|

Names of the several cities and towns in which the railways operated by the company are located: Northampton, Easthampton and Williamsburg.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|---|----------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of company's railway with railroads at grade (2 in number), viz.: | | |
| With New York, New Haven & Hartford Railroad, at Haydenville,* | 1 | 1 |
| With Boston & Maine Railroad, at Mount Tom,* | 1 | 1 |
| TOTAL NUMBER OF TRACKS AT CROSSINGS, | 2 | 2 |

Number of above crossings at which *frogs* are inserted in the tracks, 1

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BE- YOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | 5 | - | 6 | - | 11 |
| Employees, | - | - | - | 1 | - | 1 |
| Other persons, | - | - | - | 4 | - | 4 |
| TOTALS, | - | 5 | - | 11 | - | 16 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NORTHAMPTON STREET RAILWAY COMPANY,

NORTHAMPTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John Olmsted, *President*, Springfield, Mass. Newrie D. Winter, *Vice-President and Treasurer*, Springfield, Mass. Henry P. Field, *Clerk of Corporation*, Northampton, Mass. John C. Hammond, *General Counsel*, Northampton, Mass. Edwin C. Clark, *Superintendent*, Northampton, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John Olmsted, Springfield, Mass. Newrie D. Winter, Springfield, Mass. John C. Hammond, Northampton, Mass. Henry M. Tyler, Northampton, Mass. John A. Sullivan, Northampton, Mass. Frank H. Goldthwait, Springfield, Mass. George W. Cook, Springfield, Mass.

* Switch track used for freight purposes only.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JOHN OLMSTED,
HENRY M. TYLER,
JOHN C. HAMMOND,
F. H. GOLDTHWAIT,
NEWRIE D. WINTER,
J. A. SULLIVAN,
GEO. W. COOK,

Directors.

NEWRIE D. WINTER,

Treasurer.

EDWIN C. CLARK,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

HAMPSHIRE, ss. OCT. 8, 1901. Then personally appeared the above-named John Olmsted, Henry M. Tyler, John C. Hammond, F. H. Goldthwait, Newrie D. Winter, J. A. Sullivan, Geo. W. Cook, and Edwin C. Clark, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

HENRY P. FIELD,

Justice of the Peace.

REPORT

OF THE

NORTHAMPTON & AMHERST STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|-------------|
| Gross earnings from operation, | \$43,509 61 |
| Operating expenses, | 37,731 23 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$5,778 38 |
| Charges upon income accrued during the year: | |
| Interest on funded debt, | \$3,928 47 |
| Taxes, State and local, | \$1,335 80 |
| Taxes, commutation, | 204 78 |
| | 1,540 58 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 5,469 05 |
| Surplus for the year ending September 30, 1901, | \$309 33 |
| Amount of surplus September 30, 1900, | 2,455 53 |
| Credits to profit and loss account during the year: by assessment of stockholders to make up depreciation in property accounts, | \$19,521 64 |
| Debits to profit and loss account during the year: charged off on property accounts, | \$19,521 64 |
| TOTAL SURPLUS SEPTEMBER 30, 1901, | \$2,764 86 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$43,317 40 |
| Receipts from carriage of mails, | 93 12 |
| Receipts from carriage of express and parcels, | 49 09 |
| Receipts from advertising in cars, | 50 00 |
| GROSS EARNINGS FROM OPERATION, | \$43,509 61 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks, | \$1,450 92 |
| General office expenses and supplies, | 281 78 |
| Legal expenses, | 460 89 |

| | |
|--|--------------------|
| General expenses — <i>Concluded.</i> | |
| Insurance, | \$581 99 |
| Other general expenses: renewal of horses, harnesses, shoeing, provender, advertising, telephone, printing, cost of inquest, etc., | 1,336 42 |
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | 2,281 58 |
| Repair of electric line construction, | 411 85 |
| Removal of snow and ice, | 157 01 |
| Repair of buildings, | 147 13 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | 2,566 89 |
| Repair of electric equipment of cars, | 1,065 07 |
| Transportation expenses: | |
| Cost of electric motive power, | 12,225 36 |
| Wages and compensation of persons employed in conducting transportation, | 9,580 52 |
| Damages for injuries to persons and property, | 1,473 42 |
| Car house labor, | 2,258 10 |
| Rentals of buildings and other property (rent of overhead system), | 75 00 |
| Other transportation expenses: flagman at railroad crossing, transfer team across Connecticut River bridge and small sundries, | 1,377 30 |
| TOTAL OPERATING EXPENSES, | \$37,731 23 |

PROPERTY ACCOUNTS.

| | |
|--|---------------------|
| Additions to railway: | |
| Extension of tracks (length, 22,410 feet), including bridge across the Connecticut River, | \$105,330 40 |
| New electric line construction (length, 21,022 feet), | 5,693 82 |
| Other additions to railway: | |
| Hatfield crossing, | 818 55 |
| Engineering and other expenses, | 4,620 00 |
| TOTAL ADDITIONS TO RAILWAY, | \$116,462 77 |
| Additions to equipment: additional cars (4 in number) and electric equipment of same, | 12,991 61 |
| Additions to land and buildings: | |
| Additional land necessary for operation of railway, | \$1,575 00 |
| Additional equipment of power stations, | 939 99 |
| New buildings necessary for operation of railway, | 778 08 |
| TOTAL ADDITIONS TO LAND AND BUILDINGS, | 3,293 07 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$132,747 45 |
| Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): | |
| Roadbed and tracks, | \$11,805 48 |
| Electric line construction, | 3,000 00 |
| Cars, rolling stock and equipment, | 2,000 00 |
| TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, | 16,805 48 |
| NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, | \$115,941 97 |

| GENERAL BALANCE SHEET, SEPTEMBER 30, 1901. | | |
|---|--------------|--------------|
| ASSETS. | | Dr. |
| Cost of railway : | | |
| Roadbed and tracks, | \$217,431 46 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 29,021 71 | |
| Engineering and other expenses incident to construction, | 15,000 00 | |
| Other items of railway cost : Hatfield cross- ing, | 818 55 | |
| TOTAL COST OF RAILWAY OWNED, | | \$262,271 72 |
| Cost of equipment : | | |
| Cars and other rolling stock and vehicles and electric equipment of same, | \$51,309 03 | |
| Horses, wagon, etc., | 300 00 | |
| TOTAL COST OF EQUIPMENT OWNED, | | 51,609 03 |
| Cost of land and buildings : | | |
| Land necessary for operation of railway, . . | \$5,375 00 | |
| Electric power stations, including equipment, Other buildings necessary for operation of railway, | 17,065 59 | |
| | 3,928 08 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, . . | | 26,368 67 |
| TOTAL PERMANENT INVESTMENTS, | | \$340,249 42 |
| Cash and current assets : cash, | | 2,207 90 |
| Miscellaneous assets : | | |
| Materials and supplies, | \$3,723 01 | |
| Other assets and property : office fixtures, safe, etc., | 250 00 | |
| TOTAL MISCELLANEOUS ASSETS, | | 3,973 01 |
| TOTAL, | | \$346,430 33 |
| LIABILITIES. | | Cr. |
| Capital stock, | | \$180,000 00 |
| Funded debt, | | 160,000 00 |
| Current liabilities : loans and notes payable, . . | | 3,665 47 |
| Profit and loss balance (surplus), | | 2,764 86 |
| TOTAL, | | \$346,430 33 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$180,000 00 | |
| Capital stock authorized by votes of company, . . | 180,000 00 | |
| Capital stock issued and outstanding, | | \$180,000 00 |
| Number of shares issued and outstanding, | 1,800 | |
| Number of stockholders, | 69 | |
| Number of stockholders in Massachusetts, . . | 65 | |
| Amount of stock held in Massachusetts, | \$84,400 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|--|-------------------|-------------------|---------------------|--------------------------------|
| | Per Cent. | | | |
| Twenty-year bonds (subject to call after 10 years at 105), | 5 | Sept. 1, 1920, | \$160,000 00 | \$3,928 47 |

VOLUME OF TRAFFIC, ETC.

| | |
|---|---------|
| Number of passengers paying revenue carried during the year, | 867,431 |
| Number carried per mile of main railway track operated, | 63,008 |
| Number of car miles run, | 211,871 |
| Average number of persons employed, | 80 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Not Equipped. | Total Passenger Cars. | Equipped with Penders. | Equipped with Electric Heaters. | Number of Motors. |
|--------------------------------|------------------------------|---------------|-----------------------|------------------------|---------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | | | |
| Box passenger cars, | 7 | - | 7 | 7 | 7 | 14 |
| Open passenger cars, | 4 | 4 | 8 | 8 | - | 8 |
| TOTAL, | 11 | 4 | 15 | 15 | 7 | 22 |
| CARS — OTHER SERVICE. | | | | | | |
| Work cars, | - | 3 | - | - | - | - |
| Snow ploughs, | 2 | - | - | - | - | 4 |

MISCELLANEOUS EQUIPMENT.

| | |
|---|---|
| Barges and omnibuses, | 1 |
| Other highway vehicles: wagon, | 1 |
| Horses, | 1 |
| Harnesses (single), | 1 |
| Other items of equipment: blankets, whips, etc. | |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|---------------|
| Length of railway line, | 13.767 miles. |
| Length of sidings, switches, etc., | .762 " |
| Total, computed as single track, | 14.529 " |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|---|-------------|
| Length of railway line, | .338 miles. |
| Length of sidings and switches, | .588 " |
| Total length of main track, | .926 " |

Names of the several cities and towns in which the railways operated by the company are located: Hatfield, Amherst, Hadley and Northampton.

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | 2 | - | - | - | 2 |
| Employees, | - | - | - | 1 | - | 1 |
| Other persons, | - | 2 | 1 | - | 1 | 2 |
| TOTALS, | - | 4 | 1 | 1 | 1 | 5 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NORTHAMPTON & AMHERST STREET RAILWAY COMPANY,
102 MAIN STREET, NORTHAMPTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Frederic S. Coolidge, *President*, Fitchburg, Mass. Benjamin E. Cook, *Vice-President*, Northampton, Mass. Cyrus W. Wyman, *Treasurer and Clerk of Corporation*, Brattleboro, Vt. Irwin & Hardy, *General Counsel*, Northampton, Mass. Crosby & Coolidge, *General Managers*. W. F. Carty, *Assistant Superintendent*.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Frederic S. Coolidge, Fitchburg, Mass. Edward C. Crosby, Brattleboro, Vt. Benjamin E. Cook, Northampton, Mass. Henry L. Williams, Northampton, Mass. Clarence K. Graves, Northampton, Mass. Cyrus W. Wyman, Brattleboro, Vt. Marcus A. Coolidge, Fitchburg, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

B. E. COOK,
HENRY L. WILLIAMS,
EDWARD C. CROSBY,
MARCUS A. COOLIDGE,
C. W. WYMAN,
CLARENCE K. GRAVES,
FREDERIC S. COOLIDGE,

Directors.

C. W. WYMAN,

Treasurer.

CROSBY & COOLIDGE,

General Managers.

COMMONWEALTH OF MASSACHUSETTS.

HAMPSHIRE, ss. Oct. 8, 1901. Then personally appeared the above-named B. E. Cook, Henry L. Williams, C. W. Wyman, Edward C. Crosby, Marcus A. Coolidge and Clarence K. Graves, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ERNEST W. HARDY,

Justice of the Peace.

STATE OF MICHIGAN.

COUNTY OF OTTAWA, ss. Oct. 23, 1901. Then personally appeared the above-named Frederic S. Coolidge, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

HERBERT TAFT ROOT,

Notary Public in and for Ottawa County, Michigan.

REPORT

OF THE

NORTH END STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

[Leased to and operated by the Worcester Consolidated.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|---------------------|
| Rental received from lease of railway, | \$8,000 00 |
| Expenses and charges upon income accrued during the year: | |
| Salaries and maintenance of organization, | \$50 00 |
| Interest on funded debt, | 3,750 00 |
| Other expenses and charges upon income: | |
| treasurer's bond, | 10 00 |
| TOTAL EXPENSES AND CHARGES UPON INCOME, | 3,810 00 |
| NET DIVISIBLE INCOME, | \$4,190 00 |
| Dividends declared ($3\frac{1}{4}$ per cent), | 4,125 00 |
| Surplus for the year ending September 30, 1901, | \$65 00 |
| Amount of deficit September 30, 1900, | 19,219 42 |
| TOTAL DEFICIT SEPTEMBER 30, 1901, | \$19,154 42 |
| GENERAL BALANCE SHEET SEPTEMBER 30, 1901. | |
| ASSETS. | DR. |
| Cost of railway: | |
| Roadbed and tracks, | \$86,552 86 |
| Electric line construction, including poles, wiring, feeder lines, etc., | 13,927 42 |
| TOTAL COST OF RAILWAY OWNED, | \$100,480 28 |
| Cost of equipment: | |
| Cars and other rolling stock and vehicles, | \$12,700 00 |
| Electric equipment of same, | 20,750 00 |
| Horses, | 100 00 |
| Other items of equipment, | 17,805 04 |
| TOTAL COST OF EQUIPMENT OWNED, | 51,355 04 |

| | | |
|---|--------------|---------------------|
| Cost of land and buildings : | | |
| Land necessary for operation of railway, . . | \$6,194 70 | |
| Buildings necessary for operation of railway, . . | 7,480 06 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, . . | | \$13,674 76 |
| TOTAL PERMANENT INVESTMENTS, | | \$165,510 08 |
| Cash and current assets: cash, | | 335 50 |
| Profit and loss balance (deficit), | | 19,154 42 |
| TOTAL, | | \$185,000 00 |
| LIABILITIES. | | CR. |
| Capital stock, | | \$110,000 00 |
| Funded debt, | | 75,000 00 |
| TOTAL, | | \$185,000 00 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$110,000 00 | |
| Capital stock authorized by votes of company, | 110,000 00 | |
| Capital stock issued and outstanding, | | 110,000 00 |
| Number of shares issued and outstanding, | 1,100 | |
| Number of stockholders, | 27 | |
| Number of stockholders in Massachusetts, | 26 | |
| Amount of stock held in Massachusetts, | \$109,900 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|---------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage bonds, | Per Cent. 5 | Feb. 1, 1915, | \$75,000 00 | \$3,750 00 |

RAILWAY OWNED.

| | |
|--|--------------|
| Length of railway line, | 4.995 miles. |
| Length of sidings, switches, etc., | .135 " |
| Total, computed as single track, | 5.130 " |

Names of the several cities and towns in which the railway owned by the company is located: Worcester.

GENERAL REMARKS AND EXPLANATIONS.

The North End Street Railway Company was leased for 99 years from August 1, 1895, to the Worcester Consolidated Street Railway Company under authority of an act of the Legislature, chapter 505, Acts of 1895.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NORTH END STREET RAILWAY COMPANY,
WORCESTER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles A. Chase, *President*, Worcester, Mass. Thomas G. Kent, *Vice-President*, Worcester, Mass. George A. Smith, *Treasurer and Clerk of Corporation*, Worcester, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles A. Chase, Worcester, Mass. Stephen Salisbury, Worcester, Mass. Thomas H. Gage, Worcester, Mass. Thomas G. Kent, Worcester, Mass. Albert Wood, Worcester, Mass. Hosea M. Quinby, Worcester, Mass. Waldo Lincoln, Worcester, Mass. Edwin P. Curtis, Worcester, Mass. Henry S. Pratt, Worcester, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

CHARLES A. CHASE,

HENRY S. PRATT,

Directors.

GEO. A. SMITH,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. OCT. 29, 1901. Then personally appeared the above-named Charles A. Chase, who made affirmation, and Henry S. Pratt and Geo. A. Smith, who made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

LUTHER M. LOVELL,

Justice of the Peace.

REPORT

OF THE

NORTH WOBURN STREET RAILROAD COMPANY

FOR THE PERIOD ENDING MAY 6, 1901.

[Consolidated with Lynn & Boston, May 6, 1901.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|-------------|
| Gross earnings from operation, | \$27,934 46 |
| Operating expenses, | 15,940 90 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$11,993 56 |
| Charges upon income accrued during the year: | |
| Interest and discount on unfunded debts and loans, | \$3,133 07 |
| Taxes, State and local, | 713 56 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 3,846 63 |
| Surplus for the period ending May 6, 1901, | \$8,146 93 |
| Amount of surplus September 30, 1900, | 1,708 98 |
| | \$9,855 91 |
| Debits to profit and loss account during the year: reconstruction charged off, | 9,000 00 |
| TOTAL SURPLUS MAY 6, 1901, | \$855 91 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$27,802 95 |
| Receipts from tolls for use of tracks by other companies, | 44 01 |
| Receipts from advertising in cars, | 87 50 |
| GROSS EARNINGS FROM OPERATION, | \$27,934 46 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks, | \$87 08 |
| General office expenses and supplies, | 17 50 |
| Legal expenses, | 769 50 |

| | |
|---|--------------------|
| General expenses — <i>Concluded.</i> | |
| Insurance, | \$1,852 78 |
| Other general expenses: miscellaneous general expenses, \$209.86; internal revenue tax, \$14.40, | 224 26 |
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | 105 61 |
| Repair of electric line construction, | 55 51 |
| Removal of snow and ice, | 244 50 |
| Repair of buildings, | 3 12 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | 576 22 |
| Repair of electric equipment of cars, | 729 41 |
| Renewal of horses, harnesses, shoeing, etc., | 83 78 |
| Transportation expenses: | |
| Cost of electric motive power, | 4,314 56 |
| Wages and compensation of persons employed in conduct- ing transportation, | 5,350 39 |
| Damages for injuries to persons and property, | 688 00 |
| Tolls for trackage over other railways, | 278 32 |
| Rentals of buildings and other property, | 10 00 |
| Other transportation expenses: car service supplies, \$79.78; miscellaneous car service expenses, \$103.59; cleaning, oiling and sanding, \$367.01, | 550 36 |
| TOTAL OPERATING EXPENSES, | \$15,940 90 |

PROPERTY ACCOUNTS.

| | |
|--|---------------|
| Additions to railway: reconstruction, | \$8,996 97 |
| Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): recon- struction charged off, | 9,000 00 |
| NET DEDUCTIONS FROM PROPERTY ACCOUNTS FOR THE YEAR, | \$3 03 |

GENERAL BALANCE SHEET MAY 6, 1901.

| ASSETS. | | Dr. |
|---|--------------|---------------------|
| Cost of railway: | | |
| Roadbed and tracks, | \$150,319 81 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 1,695 19 | |
| Other items of railway cost: reconstruction, | 34,838 19 | |
| TOTAL COST OF RAILWAY OWNED, | | \$186,853 19 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, | \$12,855 20 | |
| Electric equipment of same, | 18,154 48 | |
| Horses, | 150 00 | |
| Other items of equipment: harness, \$98.82; office furniture, \$238.50, | 337 32 | |
| TOTAL COST OF EQUIPMENT OWNED, | | 31,497 00 |
| Cost of land and buildings: land and buildings necessary for operation of railway, | | |
| | | 13,140 64 |
| TOTAL PERMANENT INVESTMENTS, | | \$231,490 83 |

| | | |
|---|--------------|--------------|
| Cash and current assets : | | |
| Cash, | \$1,049 67 | |
| Bills and accounts receivable, | 2,063 67 | |
| Other cash and current assets : | | |
| Prepaid insurance, | 735 55 | |
| Prepaid interest, | 569 08 | |
| TOTAL CASH AND CURRENT ASSETS, | | \$4,417 97 |
| Miscellaneous assets : materials and supplies, | | 142 00 |
| TOTAL, | | \$236,050 80 |
| LIABILITIES. | | Cr. |
| Capital stock, | | \$100,000 00 |
| Current liabilities : | | |
| Loans and notes payable, | \$106,950 00 | |
| Audited vouchers and accounts, | 27,817 18 | |
| Miscellaneous current liabilities : outstand- ing tickets, | 19 95 | |
| TOTAL CURRENT LIABILITIES, | | 134,787 13 |
| Accrued liabilities : taxes accrued and not yet due, | | 407 76 |
| Profit and loss balance (surplus), | | 855 91 |
| TOTAL, | | \$236,050 80 |

| | | |
|---|--------------|--------------|
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$200,000 00 | |
| Capital stock authorized by votes of company, | 100,000 00 | |
| Capital stock issued and outstanding, | | \$100,000 00 |
| Number of shares issued and outstanding, | 1,000 | |
| Number of stockholders, | 16 | |
| Number of stockholders in Massachusetts, | 16 | |
| Amount of stock held in Massachusetts, | \$100,000 00 | |

VOLUME OF TRAFFIC, ETC.

| | |
|--|---------|
| Number of passengers paying revenue carried during the year, | 554,092 |
| Number carried per mile of main railway track operated, | 71,774 |
| Number of car miles run, | 120,868 |
| Average number of persons employed, | 18 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Not equipped. | Total passen- ger Cars. | Equipped with Fenders. | Equipped with Electric Heaters. | Equipped with Stoves. | Number of Motors. |
|--------------------------------|---------------------------------|---------------|----------------------------|---------------------------|------------------------------------|--------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | | | | |
| Box passenger cars, | 5 | 4 | 9 | 5 | 2 | 3 | 9 |
| Open passenger cars, | 6 | 3 | 9 | 6 | - | - | 9 |
| TOTAL, | 11 | 7 | 18 | 11 | 2 | 3 | 18 |
| Snow ploughs, | 3 | 2 | - | - | - | - | - |

MISCELLANEOUS EQUIPMENT

| | |
|---|---|
| Carts and snow sleds, | 2 |
| Other highway vehicles: 1 leveller, 1 express wagon, 1 tower wagon, 1 pung, | 4 |
| Horses, | 1 |
| Harnesses (double, 1; single, 2), | 3 |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| RAILWAY OWNED, ETC. | Owned. | Trackage over Other Railways. | Total Owned etc. | Total Operated. |
|--|--------|-------------------------------|------------------|-----------------|
| | Miles. | Miles. | Miles. | Miles. |
| Length of railway line, | 7.258 | .462 | 7.258 | 7.720 |
| Length of sidings, switches, etc., | .425 | - | .425 | .425 |
| TOTAL, COMPUTED AS SINGLE TRACK, . | 7.683 | .462 | 7.683 | 8.145 |

Names of the several cities and towns in which the railways operated by the company are located: Medford, Winchester and Woburn.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|---|-------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of company's railway with railroads at grade (3 in number), viz.: | | |
| With Boston & Maine Railroad, Winchester (Centre), | 4 | 1 |
| With Boston & Maine Railroad, Woburn (Baldwin's), | 2 | 1 |
| With Boston & Maine Railroad, Woburn (Centre), | 2 | 1 |
| TOTAL NUMBER OF TRACKS AT CROSSINGS, | 8 | 3 |

Number of above crossings at which *frogs* are inserted in the tracks, . . . 3

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | 4 | - | - | - | 4 |
| Employees, | - | - | - | - | - | - |
| Other persons, | - | 1 | - | - | - | 1 |
| TOTALS, | - | 5 | - | - | - | 5 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NORTH WOBURN STREET RAILROAD COMPANY,

333 UNION STREET, LYNN, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

P. F. Sullivan, *President*, 14 Kilby Street, Boston, Mass. E. C. Foster, *Vice-President and General Manager*, 14 Kilby Street, Boston, Mass. Charles Williams, *Treasurer*, 333 Union Street, Lynn, Mass. Edwin L. Stone, *Clerk of Corporation*, 14 Kilby Street, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Patrick F. Sullivan, Lowell, Mass. Elwin C. Foster, Lynn, Mass. Joseph H. Goodspeed, Boston, Mass. Charles Williams, Wakefield, Mass. Gilman F. Jones, Woburn, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

P. F. SULLIVAN,
E. C. FOSTER,
J. H. GOODSPEED,
CHARLES WILLIAMS,
Directors.
CHARLES WILLIAMS,
Treasurer.
E. C. FOSTER,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Nov. 4, 1901. Then personally appeared the above-named P. F. Sullivan, E. C. Foster, J. H. Goodspeed and Charles Williams, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

D. DANA BARTLETT,
Notary Public.

REPORT

OF THE

NORTON & TAUNTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|-------------|
| Gross earnings from operation, | \$51,840 74 |
| Operating expenses, | 40,842 75 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$10,497 99 |
| Charges upon income accrued during the year : | |
| Interest on funded debt, | \$14,800 00 |
| Interest and discount on unfunded debts and loans, | 449 14 |
| Taxes, State and local, | \$1,019 49 |
| Taxes, commutation, | 508 96 |
| | 1,528 45 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 16,777 59 |
| Deficit for the year ending September 30, 1901, | \$6,279 60 |
| Amount of deficit September 30, 1900, | 1,546 11 |
| TOTAL DEFICIT SEPTEMBER 30, 1901, | \$7,825 71 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$50,745 26 |
| Receipts from rentals of buildings and other property, | 339 00 |
| Receipts from advertising in cars, | 250 00 |
| Receipts from interest on deposits, | 6 48 |
| GROSS EARNINGS FROM OPERATION, | \$51,840 74 |
| EXPENSES OF OPERATION. | |
| General expenses : | |
| Salaries of general officers and clerks, | \$1,752 81 |
| General office expenses and supplies, | 47 68 |
| Legal expenses, | 584 15 |
| Insurance, | 708 75 |

| | |
|--|--------------------|
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | \$1,441 85 |
| Repair of electric line construction, | 378 39 |
| Removal of snow and ice, | 240 74 |
| Repair of buildings, | 41 36 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | 1,634 32 |
| Repair of electric equipment of cars, | 3,147 28 |
| Transportation expenses: | |
| Cost of electric motive power, | 11,478 51 |
| Wages and compensation of persons employed in conducting transportation, | 14,831 88 |
| Damages for injuries to persons and property, | 164 40 |
| Tolls for trackage over other railways, | 1,469 40 |
| Other transportation expenses: amusements and attractions, oils and greases, cleaning track, | 2,921 23 |
| TOTAL OPERATING EXPENSES, | \$40,842 75 |

PROPERTY ACCOUNTS.

| | |
|--|-----------------|
| Additions to railway: additional bonding, | \$669 40 |
| Additions to land and buildings: additional equipment of power stations, | 300 00 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$969 40 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1901.

ASSETS.

Dr.

| | | |
|--|--------------|---------------------|
| Cost of railway: | | |
| Roadbed and tracks, | \$364,834 62 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 82,500 00 | |
| Interest accrued during construction of railway, | 3,122 26 | |
| Engineering and other expenses incident to construction, | 18,700 74 | |
| TOTAL COST OF RAILWAY OWNED, | | \$469,157 62 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, | \$33,680 94 | |
| Electric equipment of same, | 16,831 25 | |
| Other items of equipment: snow ploughs, | 5,255 50 | |
| TOTAL COST OF EQUIPMENT OWNED, | | \$55,767 69 |
| Cost of land and buildings: | | |
| Land necessary for operation of railway, | \$1,502 50 | |
| Electric power stations, including equipment, | 53,300 00 | |
| Other buildings necessary for operation of railway, | 14,513 80 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | 69,316 30 |
| Other permanent property: telephone line, | | 320 00 |
| TOTAL PERMANENT INVESTMENTS, | | \$594,561 61 |

| | | |
|---|--------------|--------------|
| Cash and current assets: | | |
| Cash, | \$272 51 | |
| Bills and accounts receivable, | 438 65 | |
| TOTAL CASH AND CURRENT ASSETS, | | \$711 16 |
| Miscellaneous assets: materials and supplies, | | 2,622 64 |
| Profit and loss balance (deficit), | | 7,825 71 |
| TOTAL, | | \$605,721 12 |
| <hr/> | | |
| LIABILITIES. | | CR. |
| Capital stock, | | \$297,000 00 |
| Funded debt, | | 296,000 00 |
| Current liabilities: | | |
| Loans and notes payable, | \$1,000 00 | |
| Audited vouchers and accounts, | 832 81 | |
| Matured interest coupons unpaid (including coupons due October 1), | 7,166 67 | |
| Miscellaneous current liabilities: creditors' committee, | 2,702 15 | |
| TOTAL CURRENT LIABILITIES, | | 11,701 63 |
| Accrued liabilities: taxes accrued and not yet due, | | 1,019 49 |
| TOTAL, | | \$605,721 12 |
| <hr/> | | |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$297,000 00 | |
| Capital stock authorized by votes of company, | 297,000 00 | |
| Capital stock issued and outstanding, | | \$297,000 00 |
| Number of shares issued and outstanding, | 2,970 | |
| Number of stockholders, | 72 | |
| Number of stockholders in Massachusetts, | 71 | |
| Amount of stock held in Massachusetts, | \$257,000 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|--------------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| | Per Cent. | | | |
| First mortgage gold bonds, | 5 | May 1, 1920, | \$296,000 00 | \$7,633 33 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|-----------|
| Number of passengers paying revenue carried during the year, | 1,067,681 |
| Number carried per mile of main railway track operated, | 36,307 |
| Number of car miles run, | 374,309 |
| Average number of persons employed, | 55 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|--------------------------------|------------------------------|------------------------|---------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | |
| Box passenger cars, | 10 | 10 | 10 | 20 |
| Open passenger cars, | 8 | 8 | — | 14 |
| TOTAL, | 18 | 18 | 10 | 34 |
| CARS — OTHER SERVICE. | | | | |
| Work cars, | 1 | — | — | — |
| Other cars, | 1 | — | — | — |
| TOTAL, | 2 | — | — | — |
| Snow ploughs, | 4 | — | — | — |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| RAILWAY OWNED, ETC. | Owned. | Trackage over Other Railways. | Total Owned, etc. |
|--|--------|-------------------------------|-------------------|
| | Miles. | Miles. | Miles. |
| Length of railway line, | 29.000 | .407 | 29.407 |
| Length of sidings, switches, etc., | .830 | — | .830 |
| TOTAL, COMPUTED AS SINGLE TRACK, | 29.830 | .407 | 30.237 |

Names of the several cities and towns in which the railways operated by the company are located: Taunton, Attleborough, Mansfield, Easton and Norton.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|---|-------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of company's railway with railroads at grade (1 in number), viz.: With New York, New Haven & Hartford Railroad, Oak Street, Taunton, | 4 | 1 |

Number of above crossings at which *frogs* are inserted in the tracks, . . . 1

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | - | - | - | - | - |
| Employees, | - | - | - | - | - | - |
| Other persons, | - | 1 | - | 3 | - | 4 |
| TOTALS, | - | 1 | - | 3 | - | 4 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NORTON & TAUNTON STREET RAILWAY COMPANY,
NORTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Daniel Coolidge, *President*, Lorain, Ohio. Geo. L. Wetherell, *Vice-President*, Chartley, Mass. Andrew H. Sweet, *Treasurer*, Norton, Mass. Robert W. Hewins, *Clerk of Corporation and Superintendent*, Norton, Mass. James A. Stiles, *General Counsel*, Gardner, Mass. Frank P. Barney, *Auditor*, Chartley, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Daniel Coolidge, Lorain, Ohio. George L. Wetherell, Chartley, Mass. Andrew H. Sweet, Norton, Mass. Frank P. Barney, Chartley, Mass. James A. Stiles, Gardner, Mass. Lemuel K. Wilbur, Easton, Mass. David E. Harding, Mansfield, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

ANDREW H. SWEET,
FRANK P. BARNEY,
LEMUEL K. WILBUR,
GEO. L. WETHERELL,
DAVID E. HARDING,

Directors.

ANDREW H. SWEET,
Treasurer.
ROBERT W. HEWINS,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. Nov. 5, 1901. Then personally appeared the above-named Robert W. Hewins and Andrew H. Sweet, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JACOB A. LEONARD,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. Nov. 5, 1901. Then personally appeared the above-named Frank P. Barney, Lemuel K. Wilbur and David E. Harding, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRANKLIN MEAD,

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 6, 1901. Then personally appeared the within-named Geo. L. Wetherell, and made oath that the foregoing certificate signed by him is, to the best of his knowledge and belief, true.

Before me,

E. D. HEWINS,

Justice of the Peace.

REPORT

OF THE

NORWOOD, CANTON & SHARON STREET RAILWAY
COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

[Commenced operation September 1, 1901.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|------------|
| Gross earnings from operation, | \$1,214 23 |
| Operating expenses, | 816 92 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$397 31 |
| Charges upon income accrued during the year : | |
| Taxes, State and local, | \$1,011 25 |
| Taxes, commutation, | 9 54 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 1,020 79 |
| Deficit for the year ending September 30, 1901, | \$623 48 |
| TOTAL DEFICIT SEPTEMBER 30, 1901, | \$623 48 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$924 75 |
| Receipts from rentals of buildings and other property, | 259 50 |
| Other earnings from operation, | 29 98 |
| GROSS EARNINGS FROM OPERATION, | \$1,214 23 |
| EXPENSES OF OPERATION. | |
| General expenses : | |
| Salaries of general officers and clerks, | \$91 67 |
| General office expenses and supplies, | 113 75 |
| Insurance, | 42 00 |
| Transportation expenses : | |
| Cost of electric motive power, | 209 51 |
| Wages and compensation of persons employed in conducting transportation, | 317 80 |
| Other transportation expenses : storage, grease and waste, | 42 19 |
| TOTAL OPERATING EXPENSES, | \$816 92 |

| PROPERTY ACCOUNTS. | | |
|---|--------------|--------------|
| Additions to railway: | | |
| Extension of tracks, | \$104,904 98 | |
| New electric line construction, | 13,390 00 | |
| Other additions to railway: | | |
| Interest, | 2,855 87 | |
| Engineering, | 891 08 | |
| TOTAL ADDITIONS TO RAILWAY, | | \$122,041 93 |
| Additions to equipment: | | |
| Additional cars, | \$7,100 00 | |
| Electric equipment of same, | 5,000 00 | |
| TOTAL ADDITIONS TO EQUIPMENT, | | 12,100 00 |
| Additions to land and buildings: new buildings necessary for operation of railway, | | 7,500 00 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | | \$141,641 93 |
| GENERAL BALANCE SHEET SEPTEMBER 30, 1901. | | |
| ASSETS. | | DR. |
| Cost of railway: | | |
| Roadbed and tracks, | \$108,790 93 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 13,390 00 | |
| Interest accrued during construction of rail- way, | 2,855 87 | |
| Engineering and other expenses incident to construction, | 1,981 18 | |
| TOTAL COST OF RAILWAY OWNED, | | \$127,017 98 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, | \$7,100 00 | |
| Electric equipment of same, | 5,000 00 | |
| TOTAL COST OF EQUIPMENT OWNED, | | 12,100 00 |
| Cost of land and buildings: buildings necessary for operation of railway, | | 7,500 00 |
| TOTAL PERMANENT INVESTMENTS, | | \$146,617 98 |
| Cash and current assets: | | |
| Cash, | \$728 27 | |
| Bills and accounts receivable, | 3,000 00 | |
| TOTAL CASH AND CURRENT ASSETS, | | 3,728 27 |
| Miscellaneous assets: | | |
| Materials and supplies, | \$10,337 22 | |
| Other assets and property: office fixtures and tools, | 460 74 | |
| TOTAL MISCELLANEOUS ASSETS, | | 10,797 96 |
| Profit and loss balance (deficit), | | 623 48 |
| TOTAL, | | \$161,767 69 |

| LIABILITIES. | | CR. | |
|---|-------------|-----|--------------|
| Capital stock, | | | \$62,500 00 |
| Current liabilities: | | | |
| Loans and notes payable, | \$80,000 00 | | |
| Audited vouchers and accounts, | 18,722 52 | | |
| TOTAL CURRENT LIABILITIES, | | | 98,722 52 |
| Accrued liabilities: | | | |
| Interest accrued and not yet due, | \$535 63 | | |
| Taxes accrued and not yet due, | 9 54 | | |
| TOTAL ACCRUED LIABILITIES, | | | 545 17 |
| TOTAL, | | | \$161,767 69 |

| CAPITAL STOCK. | | |
|---|--------------|-------------|
| Capital stock authorized by law, | \$125,000 00 | |
| Capital stock authorized by votes of company, | 125,000 00 | |
| Capital stock issued and outstanding (50 per cent paid in), | | \$62,500 00 |
| Number of shares issued and outstanding, | 1,250 | |
| Number of stockholders, | 13 | |
| Number of stockholders in Massachusetts, | 13 | |
| Amount of stock held in Massachusetts, | \$62,500 00 | |

VOLUME OF TRAFFIC, ETC.

| | |
|--|--------|
| Number of passengers paying revenue carried during the year, | 18,731 |
| Number carried per mile of main railway track operated, | 4,005 |
| Number of car miles run, | 5,587 |
| Average number of persons employed, | 10 |
| Company commenced operation September 1, 1901. | |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|-------------------------------|---------------------------------|---------------------------|------------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | |
| Box passenger cars, | 4 | 4 | 4 | 8 |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|--------------|
| Length of railway line, | 6.042 miles. |
| Length of sidings, switches, etc., | .109 " |
| Total, computed as single track, | 6.151 " |

Names of the several cities and towns in which the railways operated by the company are located: Norwood and Sharon.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

NORWOOD, CANTON & SHARON STREET RAILWAY COMPANY,
SHARON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

William Otis Faxon, *President*, Stoughton, Mass. John F. Perry, *Treasurer*, P. O. Box 2772, Boston, Mass. Thomas E. Clary, *Clerk of Corporation*, Norwood, Mass. Charles F. Jenney, *General Counsel*, Boston, Mass. Dennis G. Trayers, *Superintendent*, Sharon, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

William Otis Faxon, Stoughton, Mass. John F. Perry, Brookline, Mass. Henry N. Bates, Hyde Park, Mass. Thomas E. Clary, Norwood, Mass. Albert B. Stearns, Boston, Mass. T. Daniel Tooker, Hyde Park, Mass. Cyrus A. Noyes, Sharon, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

WILLIAM OTIS FAXON,
JOHN F. PERRY,
HENRY N. BATES,
THOMAS E. CLARY,
T. DANIEL TOOKER,
CYRUS A. NOYES,
Directors.
JOHN F. PERRY, *Treasurer.*
D. G. TRAYERS,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. DECEMBER, 1901. Then personally appeared the above-named William Otis Faxon, John F. Perry, Henry N. Bates, Thomas E. Clary, T. Daniel Tooker, Cyrus A. Noyes and D. G. Trayers, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHARLES F. JENNEY,
Justice of the Peace.

REPORT

OF THE

OLD COLONY STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

[Name changed from the Brockton.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|----------------|
| Gross earnings from operation, | \$1,887,230 85 |
| Operating expenses, | 1,162,092 66 |
| NET EARNINGS FROM OPERATION, | \$725,138 19 |
| Miscellaneous income: | |
| Park properties, | \$7,599 05 |
| Illuminating department income, | 37,267 78 |
| TOTAL MISCELLANEOUS INCOME, | 44,866 83 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$770,005 02 |
| Charges upon income accrued during the year: | |
| Interest on funded debt, | \$192,789 94 |
| Interest and discount on unfunded debts and loans, | 28,590 91 |
| Taxes, State and local, | \$91,144 71 |
| Taxes, commutation, | 41,146 77 |
| | 132,291 48 |
| Rentals of leased railways: Newport & Fall River Street Railway, | 11,980 00 |
| Other deductions from income: | |
| Park expenses, | \$22,274 28 |
| Illuminating department expenses, | 21,146 26 |
| | 43,420 54 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 409,072 87 |
| NET DIVISIBLE INCOME, | \$360,932 15 |
| Dividends declared: | |
| 4 per cent on \$2,312,400, | \$92,496 00 |
| 6 per cent on \$5,777,700, | 346,662 00 |
| TOTAL DIVIDENDS DECLARED, | 439,158 00 |
| Deficit for the year ending September 30, 1901, | \$78,225 85 |

| | |
|--|--------------|
| Amount of surplus September 30, 1900, | \$251,371 84 |
| Credits to profit and loss account during the year : | |
| Surplus of South Shore & Boston Street | |
| Railway Company, | \$10,074 63 |
| Surplus of West Roxbury & Roslindale Street | |
| Railway Company, | 6,483 08 |
| Surplus of Globe Street Railway Company, | 63,048 94 |
| Premium on sale of stock, | 36,030 00 |
| TOTAL CREDITS, | \$115,636 65 |
| Debits to profit and loss account | |
| during the year : | |
| Reconstruction, | \$28,805 08 |
| Reconstruction cars, | 7,498 94 |
| Bridge alterations, | 2,827 59 |
| Accident suspense, | 6,392 00 |
| Quincy fire account, | 3,485 37 |
| Premium on Norfolk Suburban | |
| bonds, | 60 00 |
| Quincy Point power station, | 6,409 89 |
| Old accounts charged off, | 2,171 00 |
| TOTAL DEBITS, | 57,649 87 |
| NET AMOUNT CREDITED TO PROFIT AND LOSS, | 57,986 78 |
| TOTAL SURPLUS SEPTEMBER 30, 1901, | \$231,132 77 |

EARNINGS FROM OPERATION.

| | |
|---|----------------|
| Receipts from passengers carried, | \$1,853,027 34 |
| Receipts from carriage of mails, | 3,680 39 |
| Receipts from tolls for use of tracks by other companies, | 16,812 39 |
| Receipts from rentals of buildings and other property, | 5,221 64 |
| Receipts from advertising in cars, | 5,953 50 |
| Receipts from interest on deposits, | 2,522 93 |
| Other earnings from operation: miscellaneous receipts, | 12 66 |
| GROSS EARNINGS FROM OPERATION, | \$1,887,230 85 |

EXPENSES OF OPERATION.

| | |
|--|-------------|
| General expenses : | |
| Salaries of general officers and clerks, | \$37,370 31 |
| General office expenses and supplies, | 8,107 80 |
| Legal expenses, | 7,685 16 |
| Insurance, | 111,056 75 |
| Other general expenses: store-room expense, \$2,898.59; | |
| advertising, \$5,593.70; miscellaneous general expense, | |
| \$15,798.04; internal revenue tax, \$2,565.84, | 26,856 17 |
| Maintenance of roadway and buildings : | |
| Repair of roadbed and track, | 51,265 34 |
| Repair of electric line construction, | 27,426 07 |
| Repair of buildings, | 3,512 41 |
| Maintenance of equipment : | |
| Repair of cars and other vehicles, | 78,966 32 |
| Repair of electric equipment of cars, | 62,093 92 |
| Renewal of horses, harnesses, shoeing, etc., | 476 27 |
| Provender and stabling for horses, | 2,712 92 |

Transportation expenses:

| | |
|---|--------------|
| Cost of electric motive power, \$232,884.90; less power sold, \$6,748.62; net, | \$226,136 28 |
| Wages and compensation of persons employed in conducting transportation, | 456,320 23 |
| Damages for injuries to persons and property, | 16,674 05 |
| Tolls for trackage over other railways, | 2,800 98 |
| Rentals of buildings and other property, | 7,488 64 |
| Other transportation expenses: car service supplies, \$4,-563.42; miscellaneous car service expenses, \$16,226.73; cleaning, oiling and sanding track, \$14,352.89, | 35,143 04 |

| | |
|--|-----------------------|
| TOTAL OPERATING EXPENSES, | \$1,162,092 66 |
|--|-----------------------|

PROPERTY ACCOUNTS.**Additions to railway:**

| | |
|---|--------------|
| Extension of tracks (length, 29,726 feet), | \$97,341 37 |
| New electric line construction (length, 29,726 feet), also 40 miles additional feed wire, | 50,383 08 |
| Other additions to railway: | |
| Reconstruction, | 12,075 59 |
| Engineering, | 22,047 67 |
| Property of South Shore & Boston Street Railway Company, | 970,221 02 |
| Property of West Roxbury & Roslindale Street Railway Company, | 891,386 88 |
| Property of Globe Street Railway Company, | 2,851,828 02 |

| | |
|--|-----------------------|
| TOTAL ADDITIONS TO RAILWAY, | \$4,895,283 63 |
|--|-----------------------|

Additions to equipment:

| | |
|--|-------------|
| Additional cars (6 in number), | \$10,087 55 |
| Reconstruction cars, | 7,498 94 |
| Electric equipment of same, | 8,860 59 |
| Other additional rolling stock and vehicles, | 5,269 99 |

Other additions to equipment:

| | |
|---|------------|
| Property of South Shore & Boston Street Railway Company, | 241,922 43 |
| Property of West Roxbury & Roslindale Street Railway Company, | 194,489 40 |
| Property of Globe Street Railway Company, | 606,198 70 |

| | |
|--|---------------------|
| TOTAL ADDITIONS TO EQUIPMENT, | 1,074,327 60 |
|--|---------------------|

Additions to land and buildings:

| | |
|---|-------------|
| Additional land and buildings necessary for operation of railway, | \$19,161 11 |
| New electric power stations, including machinery, etc., | 85,184 25 |
| Property of South Shore & Boston Street Railway Company, | 261,390 00 |
| Property of West Roxbury & Roslindale Street Railway Company, | 46,481 26 |
| Property of Globe Street Railway Company, | 510,800 64 |

| | |
|---|-------------------|
| TOTAL ADDITIONS TO LAND AND BUILDINGS, | 923,017 26 |
|---|-------------------|

| | | |
|---|------------|----------------|
| Additions to other permanent property : | | |
| Park properties, | \$945 29 | |
| Property of West Roxbury & Roslindale Street Railway Company, | 33,537 52 | |
| Property of Globe Street Railway Com- pany, | 100,710 49 | |
| TOTAL ADDITIONS TO OTHER PERMANENT PROPERTY, . | | \$135,193 30 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, . . . | | \$7,027,821 79 |
| Deductions from property accounts (property sold or reduced in valuation and credited to property accounts) : | | |
| Roadway and track, | \$213 71 | |
| Sundry equipment, | 3 00 | |
| Cars and other rolling stock, | 20 00 | |
| Power plant equipment, | 17,844 89 | |
| Bridge alterations, | 2,827 59 | |
| Reconstruction, | 28,805 08 | |
| Reconstruction cars, | 7,498 94 | |
| TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, . . | | 57,213 21 |
| NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, | | \$6,970,608 58 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1901.

| | ASSETS. | Dr. |
|---|----------------|-----------------|
| Cost of railway : | | |
| Roadbed and tracks, | \$6,065,592 19 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 1,260,501 72 | |
| Interest accrued during construction of rail- way, | 147,343 40 | |
| Engineering and other expenses incident to construction, | 171,075 39 | |
| Other items of railway cost: water works, . | 3,500 00 | |
| TOTAL COST OF RAILWAY OWNED, | | \$7,648,012 70 |
| Cost of equipment : | | |
| Cars and other rolling stock and vehicles, . | \$1,326,068 51 | |
| Electric equipment of same, | 480,281 64 | |
| Horses, | 2,046 45 | |
| Other items of equipment: tools and ma- chinery, harnesses, etc., | 71,513 33 | |
| TOTAL COST OF EQUIPMENT OWNED, | | 1,879,909 93 |
| Cost of land and buildings : | | |
| Land and buildings necessary for operation of railway, | \$628,108 90 | |
| Electric power stations, including equipment, | 1,095,368 37 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, . . | | 1,723,477 27 |
| Other permanent property: park properties, | | 203,331 24 |
| TOTAL PERMANENT INVESTMENTS, | | \$11,454,731 14 |

| | | |
|---|----------------|------------------------|
| Cash and current assets : | | |
| Cash, | \$225,352 61 | |
| Bills and accounts receivable, | 46,102 94 | |
| Sinking and other special funds, | 16,321 82 | |
| Other cash and current assets: prepaid insurance, \$14,204.46; prepaid rentals, \$1,333.32; prepaid interest, \$144.18; prepaid taxes, \$26,910.81; coupon deposits, \$59,667.50, | 102,260 27 | |
| TOTAL CASH AND CURRENT ASSETS, | | \$390,037 64 |
| Miscellaneous assets : | | |
| Materials and supplies, | \$198,593 38 | |
| Other assets and property: Newport & Fall River lease account, | 54,101 96 | |
| TOTAL MISCELLANEOUS ASSETS, | | 252,695 34 |
| TOTAL, | | \$12,097,464 12 |
| LIABILITIES. | | CR. |
| Capital stock, | | \$5,777,700 00 |
| Funded debt, | | 4,671,000 00 |
| Current liabilities : | | |
| Loans and notes payable, | \$636,000 00 | |
| Audited vouchers and accounts, | 260,023 01 | |
| Salaries and wages, | 100 94 | |
| Dividends not called for, | 346,715 00 | |
| Matured interest coupons unpaid, | 59,667 50 | |
| Miscellaneous current liabilities : | | |
| Tickets outstanding, | 5,656 71 | |
| Employees' deposits, | 2,127 51 | |
| TOTAL CURRENT LIABILITIES, | | 1,310,290 67 |
| Accrued liabilities : | | |
| Interest accrued and not yet due, | \$33,791 60 | |
| Taxes accrued and not yet due, | 41,451 38 | |
| Rentals accrued and not yet due, | 13,830 00 | |
| Miscellaneous accrued liabilities, | 2,380 56 | |
| TOTAL ACCRUED LIABILITIES, | | 91,453 54 |
| Sinking and other special funds: winter expense fund, | 15,887 14 | |
| Profit and loss balance (surplus), | 231,132 77 | |
| TOTAL, | | \$12,097,464 12 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$5,781,000 00 | |
| Capital stock authorized by votes of company, | 5,781,000 00 | |
| Capital stock issued and outstanding, | | \$5,777,700 00 |
| Number of shares issued and outstanding, | 57,777 | |
| Number of stockholders, | 55 | |
| Number of stockholders in Massachusetts, | 55 | |
| Amount of stock held in Massachusetts, | \$5,777,700 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|---|-------------------|-------------------|---------------------|--------------------------------|
| | Per Cent. | | | |
| Brockton Street Railway Company first mortgage bonds, | 5 | Oct. 1, 1924, | \$667,000 00 | \$33,350 00 |
| Brockton Street Railway Company debenture bonds, | 4½ | April 1, 1905, | 9,000 00 | 405 00 |
| Brockton Street Railway Company debenture bonds, | 4½ | April 1, 1906, | 25,000 00 | 1,125 00 |
| Brockton Street Railway Company debenture bonds, | 4½ | April 1, 1910, | 32,000 00 | 1,435 00 |
| Brockton Street Railway Company debenture bonds, | 5 | Jan. 1, 1912, | 16,000 00 | 800 00 |
| Brockton, Bridgewater & Taunton Street Railway Company first mortgage bonds, | 5 | Aug. 1, 1917, | 200,000 00 | 10,000 00 |
| Taunton & Brockton Street Railway Company first mortgage bonds, | 5 | Aug. 1, 1917, | 100,000 00 | 5,000 00 |
| Brockton & East Bridgewater Street Railway Company first mortgage bonds, | 5 | Feb. 1, 1918, | 30,000 00 | 1,500 00 |
| Boston, Milton & Brockton Street Railway Company first mortgage bonds, | 5 | July 1, 1919, | 100,000 00 | 5,000 0 |
| New Bedford, Middleborough & Brockton Street Railway Company first mortgage bonds, | 5 | Jan. 1, 1920, | 325,000 00 | 16,250 00 |
| Braintree Street Railway Company bonds, | 6 | July 25, 1914, | 35,000 00 | 2,100 00 |
| Dighton, Somerset & Swansea Street Railway Company first mortgage bonds, | 5 | Dec. 1, 1915, | 125,000 00 | 4,340 28 |
| Globe Street Railway Company first mortgage bonds (may be registered 20-year gold), | 5 | April 1, 1912, | 750,000 00 | 26,041 67 |
| Globe Street Railway Company 20-year debenture bonds, coupon, gold, | 5 | July 1, 1912, | 550,000 00 | 19,097 22 |
| Globe Street Railway Company 16-year debenture bonds, coupon, gold, | 5 | March 1, 1910, | 125,000 00 | 4,340 28 |
| Norfolk Central Street Railway Company first mortgage bonds, | 5 | July 1, 1918, | 60,000 00 | 2,333 33 |
| Norfolk Suburban Street Railway Company first mortgage bonds, | 5 | July 1, 1914, | 71,000 00 | 2,761 12 |
| Providence & Taunton Street Railway Company first mortgage bonds, | 5 | Sept. 1, 1918, | 150,000 00 | 5,208 34 |
| South Shore & Boston Street Railway Company first mortgage bonds, | 5 | Aug. 1, 1919, | 335,000 00 | 14,423 55 |
| Rockland & Abington Street Railway Company first mortgage bonds, | 6 | May 1, 1915, | 100,000 00 | 5,166 67 |
| Braintree & Weymouth Street Railway Company first mortgage bonds, | 5 | Mar. 1, 1917, | 80,000 00 | 3,444 46 |
| Bridgewater, Whitman & Rockland Street Railway Company first mortgage bonds, | 5 | Nov. 1, 1917, | 85,000 00 | 3,659 79 |
| Taunton Street Railway Company first mortgage bonds, | 5 | Jan. 1, 1914, | 350,000 00 | 12,152 76 |
| Taunton Street Railway Company debenture bonds, | 5 | March 1, 1914, | 200,000 00 | 6,972 14 |
| West Roxbury & Roslindale Street Railway Company first mortgage bonds, | 5 | Sept. 1, 1916, | 150,000 00 | 5,833 33 |
| TOTALS, | | | \$4,671,000 00 | \$192,789 94 |

SINKING AND OTHER SPECIAL FUNDS.

| | |
|--|-------------|
| Amount September 30, 1900, of accident fund, | \$2,282 45 |
| Amount September 30, 1900, of renewal fund, | 21,747 71 |
| Amount September 30, 1900, of winter expense fund, | 10,000 00 |
| TOTAL, SEPTEMBER 30, 1900, | \$34,030 16 |

| | | |
|---|-------------|--------------|
| Additions during the year to winter expense fund, Globe Street Railway, | \$10,000 00 | |
| Additions during the year to sinking fund account consolidated with Globe Street Railway, | 16,321 82 | |
| Additions during the year to accident fund, West Roxbury & Roslindale Street Railway, | 6,000 00 | |
| Additions during the year to renewal fund, West Roxbury & Roslindale Street Railway, | 1,003 68 | |
| Additions during the year to renewal fund, Globe Street Railway, | 37,166 62 | |
| Additions during the year to sewer fund, West Roxbury & Roslindale Street Railway, | 280 65 | |
| | | \$70,772 77 |
| TOTAL, INCLUDING ADDITIONS, | | \$104,802 93 |
| Deductions during the year from sewer fund, | \$280 65 | |
| Deductions during the year from accident fund, | 8,282 45 | |
| Deductions during the year from renewal fund, | 59,918 01 | |
| Deductions during the year from winter expense fund, | 4,112 86 | |
| | | 72,593 97 |
| TOTAL SINKING AND OTHER SPECIAL FUNDS, SEPTEMBER 30, 1901, | | \$32,208 96 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|------------|
| Number of passengers paying revenue carried during the year, | 38,883,546 |
| Number carried per mile of main railway track operated, | 107,968 |
| Number of car miles run, | 7,778,747 |
| Average number of persons employed, | 1,538 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Not equipped. | Total Passenger Cars. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of motors. |
|----------------------------------|------------------------------|---------------|-----------------------|------------------------|---------------------------------|-------------------|
| CARS—PASSENGER SERVICE. | | | | | | |
| Box passenger cars, | 281 | 3 | 284 | 281 | 280 | - |
| Open passenger cars, | 391 | 17 | 408 | 391 | - | - |
| TOTAL, | 672 | 20 | 692 | 672 | 280 | 1,220 |
| CARS—OTHER SERVICE. | | | | | | |
| Platform freight cars, | 1 | - | 1 | 1 | - | - |
| Work cars, | 26 | 13 | 39 | 18 | - | - |
| Other cars, | - | 4 | 4 | - | - | - |
| TOTAL, | 27 | 17 | 44 | 19 | - | - |
| Snow ploughs, | 83 | 4 | - | - | - | - |

MISCELLANEOUS EQUIPMENT.

| | |
|--|----|
| Barges and omnibuses, | 1 |
| Carts and snow sleds (carts, 9; snow sleds, 12), | 21 |
| Other railway rolling stock: 10 tower wagons, 1 roller, 1 road scraper, 2 rail wagons, | 14 |
| Other highway vehicles: 4 buggies, 1 caravan, 3 democrats, 11 express wagons, | 19 |
| Horses, | 21 |
| Harnesses (double, 17; single, 16), | 33 |
| Other items of equipment: 1 sleigh, 3 walkaways, 7 snow levellers, | 11 |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| RAILWAY OWNED, ETC. | Owued. | Held under Lease or Contract. | Total Owued, etc. |
|--|-------------------|-------------------------------|-------------------|
| Length of railway line, | Miles. 311.301 | Miles. 18.489 | Miles. 329.790 |
| Length of second main track, | 30.188 | .163 | 30.351 |
| TOTAL LENGTH OF MAIN TRACK, | 341.489 | 18.652 | 360.141 |
| Length of sidings, switches, etc., | 15.866 | 1.078 | 16.944 |
| TOTAL, COMPUTED AS SINGLE TRACK, | 357.355 | 19.730 | 377.085 |

RAILWAY LOCATED OUTSIDE OF MASSACHUSETTS.

| | |
|--|---------------|
| Length of railway line, | 18.489 miles. |
| Length of second main track, | .163 " |
| Total length of main track, | 18.652 " |
| Length of sidings, switches, etc., | 1.078 " |
| Total, computed as single track, | 19.730 " |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|--------------|
| Length of railway line, | 5.784 miles. |
|-----------------------------------|--------------|

Names of the several cities and towns in which the railways operated by the company are located: Abington, Avon, Braintree, Bridgewater, Brockton, Boston, Dedham, Dighton, Easton, East Bridgewater, Freetown, Fall River, Hanover, Hingham, Holbrook, Hull, Hyde Park, Lakeville, Milton, Middleborough, Middletown, Needham, New Bedford, Newport, Norwell, Norwood, Portsmouth, Quincy, Randolph, Rehoboth, Raynham, Rockland, Seekonk, Somerset, Stoughton, Taunton, Tiverton, Walpole, Westwood, West Bridgewater, Weymouth and Whitman.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|--|-------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of company's railway with railroads at grade (18 in number), viz.: | | |
| With New York, New Haven & Hartford Railroad, as follows: | | |
| At South Avenue, Whitman, | 4 | 1 |
| At Park Street, Stoughton, | 2 | 1 |
| At Central Street, East Bridgewater, | 2 | 1 |
| At Water Street, Quincy, | 3 | 1 |
| At North Avenue, North Abington, | 4 | 1 |
| At Union Street, Rockland, | 1 | 1 |
| At Hingham, | 2 | 1 |
| At Weir River, | 2 | 1 |
| At Wade's Crossing, | 2 | 1 |
| At East Braintree, | 3 | 1 |
| At Pleasant Street, Somerset, | 2 | 1 |
| At Second Street, Dighton, | 2 | 1 |
| At Weir Street, Taunton (2 crossings), | 4 | 1 |
| At Oak Street, Taunton, | 4 | 1 |
| At Warren Street, Taunton, | 2 | 1 |
| At Winthrop Street, Taunton, | 2 | 1 |
| At Whittenton Street, Taunton, | 2 | 1 |
| At Dean Street, Taunton, | 2 | 1 |
| TOTAL NUMBER OF TRACKS AT CROSSINGS, | 45 | 18 |

Number of above crossings at which *frogs* are inserted in the tracks, . 12

GENERAL REMARKS AND EXPLANATIONS.

November 20, 1900, consolidation with South Shore & Boston Street Railway Company.

December 22, 1900, consolidation with West Roxbury & Roslindale Street Railway Company.

January 19, 1901, consolidation with Globe Street Railway Company.

February 7, 1901, corporate name was changed to Old Colony Street Railway Company from Brockton Street Railway Company.

June 30, 1901, leased property of Newport & Fall River Street Railway Company; lease for ninety-nine (99) years.

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | 26 | 2 | 1 | 2 | 27 |
| Employees, | - | - | - | - | - | - |
| Other persons, | - | - | 3 | 1 | 3 | 1 |
| TOTALS, | - | 26 | 5 | 2 | 5 | 28 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

OLD COLONY STREET RAILWAY COMPANY,

14 KILBY STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Patrick F. Sullivan, *President*, Boston, Mass. John P. Morse, *Vice-President*, Brockton, Mass. Joseph H. Goodspeed, *Treasurer*, Boston, Mass. Charles Williams, *Clerk of Corporation*, Lynn, Mass. Warren & Garfield, *General Counsel*, Boston, Mass. D. Dana Bartlett, *Auditor*, Boston, Mass. Elwin C. Foster, *General Manager*, Boston, Mass. Robert S. Goff, *General Superintendent*, Taunton, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Patrick F. Sullivan, Lowell, Mass. Joseph H. Goodspeed, Boston, Mass. John R. Graham, Quincy, Mass. Edward B. Nevin, South Weymouth, Mass. Bradford D. Davol, Fall River, Mass. Fred S. Hall, Taunton, Mass. John P. Morse, Brockton, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JOHN P. MORSE,
FREDERICK S. HALL,
BRADFORD D. DAVOL,
P. F. SULLIVAN,
JOSEPH H. GOODSPEED,
Directors.
JOSEPH H. GOODSPEED,
Treasurer.
E. C. FOSTER,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, ss. BROCKTON, Nov. 20, 1901. Then personally appeared the above-named John P. Morse, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

WM. E. PATCH,
Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. NOV. 20, 1901. Then personally appeared the above-named Frederick S. Hall, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

CHARLES C. HAGERTY,
Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, SS. FALL RIVER, Nov. 20, 1901. Then personally appeared the above-named Bradford D. Davol, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

JAMES M. MORTON, JR.,

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Nov. 20, 1901. Then personally appeared the above-named P. F. Sullivan, E. C. Foster and J. H. Goodspeed, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

D. DANA BARTLETT,

Notary Public.

REPORT
OF THE
ORANGE & ERVING STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

[Obtained a certificate of incorporation but has not commenced the construction of its railway.]

ORANGE, MASS., Dec. 17, 1901.

To the Board of Railroad Commissioners.

GENTLEMEN:—Touching the matter of the return provided by statute to be made by the directors and treasurer of the Orange & Erving Street Railway Corporation, I beg to state as follows, to wit:

1. No books of account, as required by the statutes of this Commonwealth, have ever been opened or kept by said corporation.

2. Said corporation has never entered upon the construction of any part of the railway proposed by its articles of incorporation, or of any railway whatever.

3. The enterprise was abandoned by said corporation soon after the formation thereof, and it has no present intention and there is no present probability of its proceeding with the work of constructing a street railway or of carrying on any future business whatever.

Very respectfully,

SIDNEY P. SMITH,
Attorney for the Corporation.

REPORT

OF THE

PEMBROKE STREET RAILWAY COMPANY

FOR THE PERIOD ENDING NOVEMBER 1, 1900.

[Operated by the Brockton & Plymouth. No income reported. Consolidated with the Brockton & Plymouth November 1, 1900.]

| GENERAL BALANCE SHEET NOVEMBER 1, 1900. | | | |
|---|-----------|-----|--------------|
| ASSETS. | | DR. | |
| Cost of railway : | | | |
| Roadbed and tracks, | \$99,823 | 33 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 25,385 | 55 | |
| TOTAL COST OF RAILWAY OWNED, | | | \$125,208 88 |
| Cash and current assets : cash, | | | 250 00 |
| TOTAL, | | | \$125,458 88 |
| <hr/> | | | |
| LIABILITIES. | | CR. | |
| Capital stock, | | | \$20,000 00 |
| Current liabilities : | | | |
| Loans and notes payable, | \$40,000 | 00 | |
| Audited vouchers and accounts, | 65,458 | 88 | |
| TOTAL CURRENT LIABILITIES, | | | 105,458 88 |
| TOTAL, | | | \$125,458 88 |
| <hr/> | | | |
| CAPITAL STOCK. | | | |
| Capital stock authorized by law, | \$295,000 | 00 | |
| Capital stock authorized by votes of company, | 350,000 | 00 | |
| Capital stock issued and outstanding, | | | \$20,000 00 |
| Number of shares issued and outstanding, | 200 | | |
| Number of stockholders, | 17 | | |
| Number of stockholders in Massachusetts, | 17 | | |
| Amount of stock held in Massachusetts, | \$20,000 | 00 | |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|--------------|
| Length of railway line, | 7.356 miles. |
| Length of sidings, switches, etc., | .341 " |
| Total, computed as single track, | 7.697 " |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

PEMBROKE STREET RAILWAY COMPANY,

93 FEDERAL STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

W. Cameron Forbes, *President*, 93 Federal Street, Boston, Mass. Charles I. Litchfield, *Vice-President*, Plymouth, Mass. Guy E. Tripp, *Treasurer*, 93 Federal Street, Boston, Mass. Eliot Wadsworth, *Clerk of Corporation*, 93 Federal Street, Boston, Mass. Johnson, Clapp & Underwood, *General Counsel*, Boston, Mass. Stone & Webster, *General Managers*, 93 Federal Street, Boston, Mass. Edmund J. B. Huntoon, *Resident Manager*, 93 Federal Street, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles A. Stone, Newton, Mass. Edwin S. Webster, Newton, Mass. W. Cameron Forbes, Westwood, Mass. Charles I. Litchfield, Plymouth, Mass. James D. Thurber, Plymouth, Mass. Charles H. French, Canton, Mass. Walter E. Damon, Bryantville, Mass. Henry G. Bradlee, Brookline, Mass. Edmund J. B. Huntoon, Canton, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JAS. D. THURBER,
CHARLES I. LITCHFIELD,
EDWIN S. WEBSTER,
HENRY G. BRADLEE,
WALTER E. DAMON,
EDMUND J. B. HUNTOON,

Directors.

G. E. TRIPP,

Treasurer.

EDMUND J. B. HUNTOON,

Resident Manager.

COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, ss. Nov. 8, 1901. Then personally appeared the above-named James D. Thurber, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

CHAS. G. HATHAWAY,

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, ss. Nov. 9, 1901. Then personally appeared the above-named Walter E. Damon, and made oath that the foregoing certificate subscribed by him is true, to the best of his knowledge and belief.

Before me,

NATHANIEL MORTON,

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 11, 1901. Then personally appeared the above-named Charles I. Litchfield, Edwin S. Webster, Henry G. Bradlee, Edmund J. B. Huntoon and G. E. Tripp, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

KARL A. ANDRÉN,

Justice of the Peace.

REPORT

OF THE

PHILLIPSTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901

[Operated by the Templeton.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|--------------|
| Gross earnings (operation from rental, Templeton Street Railway), | \$1,200 00 |
| Operating expenses, | 300 85 |
| GROSS INCOME ABOVE OPERATING EXPENSES, . . . | \$899 15 |
| Charges upon income accrued during the year: interest and discount on unfunded debts and loans, | 696 56 |
| Surplus for the year ending September 30, 1901, . . . | \$202 59 |
| TOTAL SURPLUS SEPTEMBER 30, 1901, | \$202 59 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$1,200 00 |
| GROSS EARNINGS FROM OPERATION, | \$1,200 00 |
| EXPENSES OF OPERATION. | |
| General expenses: general office expenses and supplies, . | \$300 85 |
| TOTAL OPERATING EXPENSES, | \$300 85 |
| GENERAL BALANCE SHEET SEPTEMBER 30, 1901. | |
| ASSETS. | Dr. |
| Cost of railway, | \$150,810 00 |
| Cash and current assets: cash, | 202 59 |
| TOTAL, | \$151,012 59 |

| LIABILITIES. | | CR. | |
|---|--|-----|--------------|
| Capital stock, | | | \$18,600 00 |
| Current liabilities: loans and notes payable, | | | 132,210 00 |
| Profit and loss balance (surplus), | | | 202 59 |
| TOTAL, | | | \$151,012 59 |

| CAPITAL STOCK. | | | |
|---|--------------|--|-------------|
| Capital stock authorized by law, | \$100,000 00 | | |
| Capital stock authorized by votes of company, | 100,000 00 | | |
| Amount paid in on 186 shares not yet issued, | | | \$18,600 00 |
| Number of shares issued and outstanding, | 1 | | |
| Number of stockholders, | 1 | | |
| Number of stockholders in Massachusetts, | 1 | | |
| Amount of stock held in Massachusetts, | \$18,600 00 | | |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|-----------------------------------|--------------|
| Length of railway line, | 7.310 miles. |
|-----------------------------------|--------------|

Names of the several cities and towns in which the railways operated by the company are located: Templeton, Phillipston and Athol.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|---|-------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of company's railway with railroads at grade (1 in number), viz.: | | |
| With Boston & Albany Railroad, Templeton Station, | 1 | 1 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

PHILLIPSTON STREET RAILWAY COMPANY,
EAST TEMPLETON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Percival Blodgett, *President*, Templeton, Mass. M. A. McElroy, *Treasurer*, 246 Washington Street, Boston, Mass. W. E. Barrett, *Clerk of Corporation*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Percival Blodgett, Templeton, Mass. W. E. Barrett, Boston, Mass. J. W. Dunphy, 248 Washington Street, Boston, Mass. C. H. Adams, 248 Washington Street, Boston, Mass. F. G. Roberts, 246 Washington Street, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

W. E. BARRETT,
F. G. ROBERTS,
JAS. W. DUNPHY,
Directors.
M. A. McELROY,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 20, 1901. Then personally appeared the above-named W. E. Barrett, F. G. Roberts, M. A. McElroy and James W. Dunphy, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHAS. H. ADAMS,
Justice of the Peace.

REPORT

OF THE

PITTSFIELD ELECTRIC STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|-------------|
| Gross earnings from operation, | \$86,897 45 |
| Operating expenses, | 66,224 70 |
| NET EARNINGS FROM OPERATION, | \$20,672 75 |
| Miscellaneous income: | |
| Sale of scrap, | \$158 97 |
| Insurance, | 15 00 |
| TOTAL MISCELLANEOUS INCOME, | 173 97 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$20,846 72 |
| Charges upon income accrued during the year: | |
| Interest on funded debt, | \$2,700 00 |
| Interest and discount on unfunded debts and loans, | 625 01 |
| Taxes, State and local, | 3,748 70 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 7,073 71 |
| NET DIVISIBLE INCOME, | \$13,773 01 |
| Dividends declared (6 per cent on \$80,000), | 4,800 00 |
| Surplus for the year ending September 30, 1901, | \$8,973 01 |
| Amount of surplus September 30, 1900, | 13,566 58 |
| Credits to profit and loss account during the year: premium on stock issue, | \$10,000 00 |
| Debits to profit and loss account during the year: | |
| Depreciation of roadbed and track, | \$3,000 00 |
| Depreciation of buildings, | 1,000 00 |
| Depreciation of lines, | 1,000 00 |
| Depreciation of machinery, | 1,000 00 |
| TOTAL DEBITS, | 6,000 00 |
| NET AMOUNT CREDITED TO PROFIT AND LOSS, | 4,000 00 |
| TOTAL SURPLUS SEPTEMBER 30, 1901, | \$26,539 59 |

EARNINGS FROM OPERATION.

| | |
|--|-------------|
| Receipts from passengers carried, | \$86,662 45 |
| Receipts from rentals of buildings and other property, . . . | 235 00 |
| GROSS EARNINGS FROM OPERATION, | \$86,897 45 |

EXPENSES OF OPERATION.

| | |
|--|-------------|
| General expenses: | |
| Salaries of general officers and clerks, | \$3,850 00 |
| General office expenses and supplies, | 468 99 |
| Legal expenses, | 2,030 96 |
| Insurance, | 4,735 85 |
| Other general expenses, | 533 34 |
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | 11,156 28 |
| Repair of electric line construction, | 2,479 87 |
| Removal of snow and ice, | 1,035 65 |
| Repair of buildings, | 144 59 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | 2,398 64 |
| Repair of electric equipment of cars, | 3,201 33 |
| Renewal of horses, harnesses, shoeing, etc., | 204 59 |
| Provender and stabling for horses, | 411 05 |
| Transportation expenses: | |
| Cost of electric motive power, | 10,334 40 |
| Wages and compensation of persons employed in conducting transportation, | 20,818 72 |
| Damages for injuries to persons and property, | 28 50 |
| Rentals of buildings and other property, | 66 85 |
| Other transportation expenses, | 2,325 09 |
| TOTAL OPERATING EXPENSES, | \$66,224 70 |

PROPERTY ACCOUNTS.

| | |
|--|-------------|
| Additions to railway: | |
| Extension of tracks (length, 22,487 feet), | \$78,267 20 |
| New electric line construction (length, 22,487 feet), | 7,061 20 |
| TOTAL ADDITIONS TO RAILWAY, | \$85,328 40 |
| Additions to equipment: | |
| Additional cars (2 in number), | \$2,431 02 |
| Electric equipment of same, | 2,230 00 |
| TOTAL ADDITIONS TO EQUIPMENT, | 4,661 02 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$89,989 42 |
| Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): | |
| Roadbed and track, | \$3,000 00 |
| Line construction, | 1,000 00 |
| Machinery, | 1,000 00 |
| Buildings, | 1,000 00 |
| TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, | 6,000 00 |
| NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, | \$83,989 42 |

| GENERAL BALANCE SHEET SEPTEMBER 30, 1901. | | | |
|---|-----------|-----|--------------|
| ASSETS. | | DR. | |
| Cost of railway : | | | |
| Roadbed and tracks, | \$151,280 | 61 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 15,637 | 86 | |
| TOTAL COST OF RAILWAY OWNED, | | | \$166,918 47 |
| Cost of equipment : | | | |
| Cars and other rolling stock and vehicles, | \$16,448 | 32 | |
| Electric equipment of same, | 12,955 | 00 | |
| Horses, | 147 | 50 | |
| Other items of equipment, | 1,080 | 00 | |
| TOTAL COST OF EQUIPMENT OWNED, | | | 30,630 82 |
| Cost of land and buildings : | | | |
| Land necessary for operation of railway, | \$10,258 | 41 | |
| Electric power stations, including equipment, | 6,985 | 16 | |
| Other buildings necessary for operation of railway, | 26,039 | 19 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | | 43,282 76 |
| TOTAL PERMANENT INVESTMENTS, | | | \$240,832 05 |
| Cash and current assets: cash, | | | 5,800 41 |
| TOTAL, | | | \$246,632 46 |
| LIABILITIES. | | CR. | |
| Capital stock, | | | \$130,000 00 |
| Funded debt, | | | 55,000 00 |
| Current liabilities : | | | |
| Loans and notes payable, | \$30,000 | 00 | |
| Audited vouchers and accounts, | 5,092 | 87 | |
| TOTAL CURRENT LIABILITIES, | | | 35,092 87 |
| Profit and loss balance (surplus), | | | 26,539 59 |
| TOTAL, | | | \$246,632 46 |
| CAPITAL STOCK. | | | |
| Capital stock authorized by law, | | | \$130,000 00 |
| Capital stock authorized by votes of company, | | | 130,000 00 |
| Capital stock issued and outstanding, | | | \$130,000 00 |
| Number of shares issued and outstanding, | | | 1,300 |
| Number of stockholders, | | | 41 |
| Number of stockholders in Massachusetts, | | | 38 |
| Amount of stock held in Massachusetts, | | | \$129,997 00 |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|---------------------------|-------------------|-------------------|---------------------|--------------------------------|
| | Per Cent. | | | |
| Mortgage bonds, | 5 | Jan. 1, 1904, | \$30,000 00 | \$1,500 00 |
| Mortgage bonds, | 5 | July 1, 1906, | 15,000 00 | 750 00 |
| Mortgage bonds, | 4½ | March 1, 1909, | 10,000 00 | 450 00 |
| TOTALS, | | | \$55,000 00 | \$2,700 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|-----------|
| Number of passengers paying revenue carried during the year, | 1,760,212 |
| Number carried per mile of main railway track operated, | 116,178 |
| Number of car miles run, | 372,243 |
| Average number of persons employed, | 47 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|--------------------------------|---------------------------------|---------------------------|------------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | |
| Box passenger cars, | 11 | 11 | 11 | 22 |
| Open passenger cars, | 12 | 12 | - | 24 |
| TOTAL, | 23 | 23 | 11 | 46 |
| CARS — OTHER SERVICE. | | | | |
| Work cars, | 1 | - | - | 2 |
| Snow ploughs, | 2 | - | - | 4 |

MISCELLANEOUS EQUIPMENT.

| | |
|---|---|
| Carts and snow sleds, | 1 |
| Other highway vehicles: gravel wagon, trolley wagon and carriage, | 3 |
| Horses, | 3 |
| Harnesses (double, 1; single, 1), | 2 |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|---------------|
| Length of railway line, | 14.402 miles. |
| Length of second main track, | .749 " |
| Total length of main track, | 15.151 " |
| Length of sidings, switches, etc., | .584 " |
| Total, computed as single track, | 15.735 " |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|-------------|
| Length of railway line, | .572 miles. |
|-----------------------------------|-------------|

Names of the several cities and towns in which the railways operated by the company are located: Pittsfield, Dalton and Lanesborough.

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | - | - | 2 | - | 2 |
| Employees, | - | - | - | - | - | - |
| Other persons, | - | - | 1 | - | 1 | - |
| TOTALS, | - | - | 1 | 2 | 1 | 2 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

PITTSFIELD ELECTRIC STREET RAILWAY COMPANY,
PITTSFIELD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Joseph Tucker, *President*, Pittsfield, Mass. Charles E. Merrill, *Treasurer*, Pittsfield, Mass. John M. Stevenson, *Clerk of Corporation*, Pittsfield, Mass. William R. Plunkett, *General Counsel*, Pittsfield, Mass. Peter C. Dolan, *General Manager*, Pittsfield, Mass. Patrick H. Dolan, *Superintendent*, Pittsfield, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Joseph Tucker, Pittsfield, Mass. Peter C. Dolan, Pittsfield, Mass. Alexander Kennedy, Pittsfield, Mass. James W. Hull, Pittsfield, Mass. James L. Bacon, Pittsfield, Mass. John M. Stevenson, Pittsfield, Mass. Charles E. Merrill, Pittsfield, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JOSEPH TUCKER,
P. C. DOLAN,
JAS. W. HULL,
J. L. BACON,
ALEX. KENNEDY,
J. M. STEVENSON,
CHARLES E. MERRILL,
Directors.
CHARLES E. MERRILL,
Treasurer.
P. H. DOLAN,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

BERKSHIRE, ss. PITTSFIELD, Nov. 20, 1901. Then personally appeared the above-named Joseph Tucker, P. C. Dolan, James W. Hull, J. L. Bacon, Alex. Kennedy, J. M. Stevenson, Charles E. Merrill and P. H. Dolan, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WILLIAM L. STEVENSON.
Justice of the Peace.

REPORT

OF THE

PLUM ISLAND ELECTRIC STREET RAILWAY COMPANY

FOR THE PERIOD ENDING OCTOBER 8, 1900.

[Consolidated with the Citizens' Electric October 8, 1900.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|------------|
| Gross earnings from operation from October 1 to October 8, 1900, | \$79 50 |
| Operating expenses, | 672 63 |
| GROSS DEFICIT ABOVE OPERATING EXPENSES, | \$593 13 |
| Deficit for the period ending October 8, 1900, | \$593 13 |
| Amount of surplus September 30, 1900, | 8,212 53 |
| | \$7,619 40 |
| Debits to profit and loss account during the year: amount charged off to construction account, | \$7,619 40 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$79 50 |
| GROSS EARNINGS FROM OPERATION, | \$79 50 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks, | \$10 00 |
| Insurance, | 540 71 |
| Maintenance of roadway and buildings: repair of buildings, | 3 46 |
| Transportation expenses: wages and compensation of persons employed in conducting transportation, | 118 46 |
| TOTAL OPERATING EXPENSES, | \$672 63 |
| PROPERTY ACCOUNTS. | |
| Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): amount credited to property accounts from surplus, | \$7,619 40 |
| NET DEDUCTIONS FROM PROPERTY ACCOUNTS FOR THE PERIOD, | \$7,619 40 |

GENERAL BALANCE SHEET OCTOBER 8, 1900.

| ASSETS. | | DR. |
|--|----------|--------------------|
| Cost of railway: | | |
| Roadbed and tracks, | \$43,794 | 57 |
| Electric line construction, including poles, wiring, feeder lines, etc., | 8,046 | 54 |
| Engineering and other expenses incident to construction, | 3,027 | 08 |
| TOTAL COST OF RAILWAY OWNED, | | \$54,868 19 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles and electric equipment of same, | \$13,828 | 68 |
| Other items of equipment, | 105 | 00 |
| TOTAL COST OF EQUIPMENT OWNED, | | 13,933 68 |
| Cost of land and buildings: buildings necessary for operation of railway, | | 7,500 00 |
| TOTAL PERMANENT INVESTMENTS, | | \$76,301 87 |
| LIABILITIES. | | CR. |
| Capital stock, | \$40,000 | 00 |
| Current liabilities: loans and notes payable, | 36,301 | 87 |
| TOTAL, | | \$76,301 87 |

CAPITAL STOCK.

| | | |
|---|----------|-------------|
| Capital stock authorized by law, | \$40,000 | 00 |
| Capital stock authorized by votes of company, | 40,000 | 00 |
| Capital stock issued and outstanding, | | \$40,000 00 |
| Number of shares issued and outstanding, | 400 | |
| Number of stockholders, | 7 | |
| Number of stockholders in Massachusetts, | 7 | |
| Amount of stock held in Massachusetts, | \$40,000 | 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|-------|
| Number of passengers paying revenue carried during the year, | 1,590 |
| Number carried per mile of main railway track operated, | 383 |
| Number of car miles run, | 1,615 |
| Average number of persons employed, | 10 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Equipped with fenders. | Number of Motors. |
|----------------------------------|---------------------------------|---------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | |
| Open passenger cars, | 8 | 8 | 16 |
| CARS — OTHER SERVICE. | | | |
| Platform freight cars, | 1 | - | - |

MISCELLANEOUS EQUIPMENT.

| | |
|---|---|
| Other railway rolling stock : 1 Baldwin locomotive, . . . | 1 |
|---|---|

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|--------------|
| Length of railway line, | 4.152 miles. |
| Length of sidings, switches, etc., | .353 " |
| Total, computed as single track, | 4.505 " |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|--------------|
| Length of railway line, | 1.672 miles. |
|-----------------------------------|--------------|

Names of the several cities and towns in which the railways operated by the company are located : Newburyport and Newbury.

GENERAL REMARKS AND EXPLANATIONS.

The Plum Island Electric Street Railway Company was purchased by the Citizens' Electric Street Railway Company on October 8, 1900, the capital stock being exchanged for stock of the Citizens' Company, and the debt of the Plum Island Company being assumed by the Citizens' Company.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

PLUM ISLAND ELECTRIC STREET RAILWAY COMPANY,

NEWBURYPORT, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Edward P. Shaw, *President*, 8 Congress Street, Boston, Mass. George A. Butman, *Treasurer and Clerk of Corporation*, 8 Congress Street, Boston, Mass. C. C. Benson, *Superintendent*, Newburyport, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Edward P. Shaw, Newburyport, Mass. Nathaniel Dole, Newbury, Mass. Edward P. Shaw, Jr., Brookline, Mass. James F. Shaw, Brookline, Mass. George A. Butman, Malden, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

GEO. A. BUTMAN,
EDWARD P. SHAW, JR.,
EDWARD P. SHAW,
Directors.
GEO. A. BUTMAN,
Treasurer.
CHAS. C. BENSON,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 14, 1901. Then personally appeared the above-named Geo. A. Butman, Edward P. Shaw, Jr., and Edward P. Shaw, directors, Geo. A. Butman, treasurer, and Charles C. Benson, superintendent, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ARTHUR W. CLAPP,
Justice of the Peace.

REPORT

OF THE

PLYMOUTH & KINGSTON STREET RAILWAY COMPANY

FOR THE PERIOD ENDING NOVEMBER 1, 1900.

[Consolidated with the Brockton & Plymouth November 1, 1900.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|------------|
| Gross earnings from operation, | \$3,865 00 |
| Operating expenses, | 2,927 52 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$937 48 |
| Charges upon income accrued during the year: | |
| Interest on funded debt, | \$145 83 |
| Interest and discount on unfunded debts and loans, | 162 50 |
| Taxes, State and local, \$141 35 | |
| Taxes, commutation, 38 65 | |
| | 180 00 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . | 488 33 |
| Surplus for the period ending November 1, 1900, . . . | \$449 15 |
| Amount of deficit September 30, 1900, | 381 22 |
| TOTAL SURPLUS NOVEMBER 1, 1900, | \$67 93 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$3,865 00 |
| GROSS EARNINGS FROM OPERATION, | \$3,865 00 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks, | \$383 33 |
| General office expenses and supplies, | 15 75 |
| Insurance, | 90 00 |
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | 177 29 |
| Repair of electric line construction, | 31 21 |
| Repair of buildings, | 8 50 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | 100 26 |
| Repair of electric equipment of cars, | 193 25 |

| | |
|--|-------------------|
| Transportation expenses: | |
| Cost of electric motive power, | \$872 31 |
| Wages and compensation of persons employed in conducting transportation, | 1,019 66 |
| Damages for injuries to persons and property, | 25 00 |
| Other transportation expenses: lubricants and waste for cars, | 10 96 |
| TOTAL OPERATING EXPENSES, | \$2,927 52 |

PROPERTY ACCOUNTS.

| | |
|--|-----------------|
| Additions to railway: extension of tracks and new electric construction, | \$54 40 |
| Additions to equipment: additional cars and electric equipment of same, | 14 25 |
| Additions to other permanent property: furniture and tools, | 128 05 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$196 70 |
| Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): sale of paving stone, | 78 00 |
| NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, | \$118 70 |

GENERAL BALANCE SHEET NOVEMBER 1, 1900.

| ASSETS. | | DR. |
|--|-------------|---------------------|
| Cost of railway: roadbed and tracks and electric line construction, including poles, wiring, feeder lines, etc., | | \$126,731 47 |
| Cost of equipment: cars and other rolling stock and vehicles, | | 32,916 91 |
| Cost of land and buildings: | | |
| Land necessary for operation of railway, | \$1,725 00 | |
| Buildings necessary for operation of railway, | 9,589 26 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | 11,314 26 |
| Other permanent property: | | |
| Hotel, | \$32,667 40 | |
| Furniture and tools, | 509 78 | |
| TOTAL COST OF OTHER PERMANENT PROPERTY OWNED, | | 33,177 18 |
| TOTAL PERMANENT INVESTMENTS, | | \$204,139 82 |
| Cash and current assets: | | |
| Cash, | \$4,998 97 | |
| Bills and accounts receivable, | 1,914 71 | |
| Other cash and current assets: unexpired insurance, | 100 42 | |
| TOTAL CASH AND CURRENT ASSETS, | | 7,014 10 |
| Miscellaneous assets: materials and supplies, | | 1,335 73 |
| TOTAL, | | \$212,489 65 |

| LIABILITIES. | | | | Cr. | |
|---|---|---|---|--------------|--------------|
| Capital stock, | . | . | . | . | \$100,000 00 |
| Funded debt, | . | . | . | . | 35,000 00 |
| Real estate mortgages, | . | . | . | . | 10,000 00 |
| Current liabilities: | | | | | |
| Loans and notes payable, | . | . | . | \$64,000 00 | |
| Audited vouchers and accounts, | . | . | . | 1,870 39 | |
| TOTAL CURRENT LIABILITIES, | | | | | 65,870 39 |
| Accrued liabilities: | | | | | |
| Interest accrued and not yet due, | . | . | . | \$637 08 | |
| Taxes accrued and not yet due, | . | . | . | 914 25 | |
| TOTAL ACCRUED LIABILITIES, | | | | | 1,551 33 |
| Profit and loss balance (surplus), | . | . | . | . | 67 93 |
| TOTAL, | | | | | \$212,489 65 |
| CAPITAL STOCK. | | | | | |
| Capital stock authorized by law, | . | . | . | \$100,000 00 | |
| Capital stock authorized by votes of company, | . | . | . | 100,000 00 | |
| Capital stock issued and outstanding, | . | . | . | . | \$100,000 00 |
| Number of shares issued and outstanding, | . | . | . | 1,000 | |
| Number of stockholders, | . | . | . | 41 | |
| Number of stockholders in Massachusetts, | . | . | . | 37 | |
| Amount of stock held in Massachusetts, | . | . | . | \$95,000 00 | |

REAL ESTATE MORTGAGES.

| DESCRIPTION OF MORTGAGED PROPERTY. | Rate of Interest. | Mortgage when Due. | Amount. | Interest Paid during the Year. |
|------------------------------------|--------------------------|--------------------|-------------|--------------------------------|
| Hotel, | Per Cent. $4\frac{1}{2}$ | Mar. 21, 1900, | \$10,000 00 | \$37 50 |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|---|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage 20-year bonds, | Per Cent. 5 | Jan. 1, 1910, . | \$35,000 00 | \$145 83 |

VOLUME OF TRAFFIC, ETC.

| | |
|---|--------|
| Number of passengers paying revenue carried during the period, | 79,212 |
| Number carried per mile of main railway track operated, | 9,053 |
| Number of car miles run, | 20,499 |
| Average number of persons employed, | 26 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|--------------------------------|------------------------------|------------------------|---------------------------------|-------------------|
| CARS—PASSENGER SERVICE. | | | | |
| Box passenger cars, | 6 | 6 | 6 | 12 |
| Open passenger cars, | 8 | 8 | - | 16 |
| TOTAL, | 14 | 14 | 6 | 28 |
| Snow ploughs, | 1 | - | - | - |

MISCELLANEOUS EQUIPMENT.

| | |
|--|---|
| Carts and snow sleds, | 2 |
| Other highway vehicles: wagon, | 1 |
| Open car body, | 1 |
| Horses, | 1 |
| Harnesses (single), | 2 |
| Other items of equipment: tower wagon, | 1 |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|--------------|
| Length of railway line, | 8.750 miles. |
| Length of sidings, switches, etc., | .600 " |
| Total, computed as single track, | 9.350 " |

Names of the several cities and towns in which the railways operated by the company are located: Plymouth and Kingston.

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | 1 | - | - | - | 1 |
| Employees, | - | - | - | - | - | - |
| Other persons, | - | - | 1 | - | 1 | - |
| TOTALS, | - | 1 | 1 | - | 1 | 1 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

PLYMOUTH & KINGSTON STREET RAILWAY COMPANY,
PLYMOUTH MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles H. French, *President*, Canton, Mass. Oliver E. Chapman, *Treasurer*, Plymouth, Mass. Eliot Wadsworth, *Clerk of Corporation*, 93 Federal Street, Boston, Mass. Johnson, Clapp & Underwood, *General Counsel*. Stone & Webster, *General Managers*. E. J. B. Huntoon, *Resident Manager*, 93 Federal Street, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Oliver E. Chapman, Plymouth, Mass. W. Cameron Forbes, Westwood, Mass. Charles A. Stone, Newton, Mass. Charles H. French, Canton, Mass. Charles I. Litchfield, Plymouth, Mass. Henry W. Barnes, Plymouth, Mass. Edmund J. B. Huntoon, Canton, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

CHARLES I. LITCHFIELD,
HENRY W. BARNES,
EDMUND J. B. HUNTOON,
OLIVER E. CHAPMAN,

Directors.

OLIVER E. CHAPMAN,

Treasurer.

E. J. B. HUNTOON,

Resident Manager.

COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, ss. Nov. 8, 1901. Then personally appeared the above-named Henry W. Barnes, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

JAS. B. COLLINGWOOD,

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 11, 1901. Then personally appeared the above-named Charles I. Litchfield, Edmund J. B. Huntoon and Oliver E. Chapman, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

KARL A. ANDRÉN,

Justice of the Peace.

REPORT

OF THE

PLYMOUTH & SANDWICH STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|------------|
| Gross earnings from operation, | \$5,818 30 |
| Operating expenses, | 4,812 05 |
| GROSS INCOME ABOVE OPERATING EXPENSES, . . . | \$1,006 25 |
| Charges upon income accrued during the year: taxes, State and local, | 368 92 |
| Surplus for the year ending September 30, 1901, . . . | \$637 33 |
| Amount of surplus September 30, 1900, | 1,061 04 |
| TOTAL SURPLUS SEPTEMBER 30, 1901, | \$1,698 37 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$5,793 30 |
| Receipts from advertising in cars, | 25 00 |
| GROSS EARNINGS FROM OPERATION, | \$5,818 30 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks, | \$409 20 |
| General office expenses and supplies, | 59 31 |
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | 81 80 |
| Repair of electric line construction, | 17 40 |
| Removal of snow and ice, | 94 02 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | 57 03 |
| Repair of electric equipment of cars, | 55 08 |
| Transportation expenses: | |
| Cost of electric motive power, | 1,820 95 |
| Wages and compensation of persons employed in conducting transportation, | 2,217 26 |
| TOTAL OPERATING EXPENSES, | \$4,812 05 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1901.

| ASSETS. | | Dr. |
|---|-------------|-------------|
| Cost of railway : | | |
| Roadbed and tracks, | \$30,102 30 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 1,174 79 | |
| Engineering and other expenses incident to construction, | 1,504 29 | |
| TOTAL COST OF RAILWAY OWNED, | | \$32,781 38 |
| Cost of equipment : | | |
| Cars and other rolling stock and vehicles, | \$4,833 44 | |
| Electric equipment of same, | 4,251 11 | |
| TOTAL COST OF EQUIPMENT OWNED, | | 9,084 55 |
| Cost of land and buildings : buildings necessary for operation of railway, | | |
| | | 2,263 12 |
| TOTAL PERMANENT INVESTMENTS, | | \$44,129 05 |
| Cash and current assets : cash, | | |
| | | 2,198 05 |
| TOTAL, | | \$46,327 10 |
| LIABILITIES. | | Cr. |
| Capital stock, | | |
| | | \$35,800 00 |
| Current liabilities : loans and notes payable, | | |
| | | 8,828 73 |
| Profit and loss balance (surplus), | | |
| | | 1,698 37 |
| TOTAL, | | \$46,327 10 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | | |
| | \$60,000 00 | |
| Capital stock authorized by votes of company, | | |
| | 45,000 00 | |
| Capital stock issued and outstanding, | | \$35,800 00 |
| Number of shares issued and outstanding, | 358 | |
| Number of stockholders, | 35 | |
| Number of stockholders in Massachusetts, | 32 | |
| Amount of stock held in Massachusetts, | \$28,700 00 | |

VOLUME OF TRAFFIC, ETC.

| | |
|--|--------|
| Number of passengers paying revenue carried during the year, | 60,627 |
| Number carried per mile of main railway track operated, | 13,738 |
| Number of car miles run, | 39,100 |
| Average number of persons employed, | 5 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|--------------------------------|------------------------------|------------------------|---------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | |
| Box passenger cars, | 2 | 2 | 2 | 4 |
| Open passenger cars, | 2 | 2 | - | 4 |
| TOTAL, | 4 | 4 | 2 | 8 |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|--------------|
| Length of railway line, | 4.413 miles. |
| Length of sidings, switches, etc., | .213 " |
| Total, computed as single track, | 4.626 " |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|-------------|
| Length of railway line, | .161 miles. |
|-----------------------------------|-------------|

Names of the several cities and towns in which the railways operated by the company are located: Plymouth.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

PLYMOUTH & SANDWICH STREET RAILWAY COMPANY,
PLYMOUTH, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Horace B. Taylor, *President*, 235 Franklin Street, Boston, Mass. Thomas E. Cornish, *Vice-President*, Plymouth, Mass. Walter L. Boyden, *Treasurer and Clerk of Corporation*, Plymouth, Mass. N. H. Dunbar, *Superintendent*, Manomet, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Horace B. Taylor, 274 Commonwealth Avenue, Boston, Mass. Thomas E. Cornish, Plymouth, Mass. Thomas Arnold, North Abington, Mass. William Arnold, North Abington, Mass. Walter L. Boyden, Plymouth, Mass. Eben Kimball, 274 Commonwealth Avenue, Boston, Mass. John H. Marshall, Manomet, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

H. B. TAYLOR,
THOMAS E. CORNISH,
THOMAS ARNOLD,
J. H. MARSHALL,
WALTER L. BOYDEN,
W. L. BOYDEN,
N. H. DUNBAR,
Directors.
Treasurer.
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, ss. PLYMOUTH, Nov. 5, 1901. Then personally appeared the above-named Thomas Arnold and J. H. Marshall, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WILLIAM W. BREWSTER,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, ss. PLYMOUTH, Nov. 6, 1901. Then personally appeared the above-named H. B. Taylor, Thomas E. Cornish, Walter L. Boyden and N. H. Dunbar, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

HENRY W. BARNES,
Notary Public.

REPORT

OF THE

PROVIDENCE & FALL RIVER STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

[Commenced operation June 5, 1901.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|--------------------|
| Gross earnings from operation, | \$16,945 97 |
| Operating expenses, | 8,434 73 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$8,511 24 |
| Charges upon income accrued during the year : | |
| Interest on funded debt, | \$822 22 |
| Taxes, State and local, | \$1,355 88 |
| Taxes, commutation, | 165 98 |
| | 1,521 86 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 2,344 08 |
| Surplus for the year ending September 30, 1901, | \$6,167 16 |
| TOTAL SURPLUS SEPTEMBER 30, 1901, | \$6,167 16 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$16,573 87 |
| Receipts from rentals of buildings and other property, | 329 60 |
| Receipts from advertising in cars, | 42 50 |
| GROSS EARNINGS FROM OPERATION, | \$16,945 97 |
| EXPENSES OF OPERATION. | |
| General expenses : | |
| Salaries of general officers and clerks, | \$529 10 |
| General office expenses and supplies, | 164 64 |
| Insurance, | 330 00 |
| Other general expenses: telephones, stationery, tickets, etc., | 387 48 |
| Maintenance of roadway and buildings: repair of roadbed and track, | 22 16 |
| Maintenance of equipment: repair of cars and other vehicles, | 217 37 |

| | |
|--|-------------------|
| Transportation expenses : | |
| Cost of electric motive power, | \$3,528 78 |
| Wages and compensation of persons employed in conducting transportation, | 2,843 79 |
| Damages for injuries to persons and property, | 114 90 |
| Other transportation expenses : oil, waste, etc., | 296 51 |
| TOTAL OPERATING EXPENSES, | \$8,434 73 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1901.

| ASSETS. | | DR. |
|--|--------------|---------------------|
| Cost of railway : | | |
| Roadbed and tracks, | \$159,251 16 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 73,225 27 | |
| Engineering and other expenses incident to construction, | 5,292 97 | |
| TOTAL COST OF RAILWAY OWNED, | | \$237,769 40 |
| Cost of equipment : | | |
| Cars and other rolling stock and vehicles, | \$37,117 98 | |
| Electric equipment of same, | 39,696 75 | |
| Other items of equipment, | 4,051 75 | |
| TOTAL COST OF EQUIPMENT OWNED, | | 80,866 48 |
| Cost of land and buildings : | | |
| Land necessary for operation of railway, | \$8,096 75 | |
| Buildings necessary for operation of railway, | 21,100 00 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | 29,196 75 |
| TOTAL PERMANENT INVESTMENTS, | | \$347,832 63 |
| Cash and current assets : | | |
| Cash, | \$48,717 08 | |
| Bills and accounts receivable, | 3,255 44 | |
| Other cash and current assets : prepaid insurance, | 888 14 | |
| TOTAL CASH AND CURRENT ASSETS, | | 52,860 66 |
| TOTAL, | | \$400,693 29 |
| LIABILITIES. | | CR. |
| Capital stock, | | \$165,000 00 |
| Funded debt, | | 115,000 00 |
| Current liabilities : | | |
| Loans and notes payable, | \$110,000 00 | |
| Audited vouchers and accounts, | 2,297 65 | |
| TOTAL CURRENT LIABILITIES, | | 112,297 65 |
| Accrued liabilities : | | |
| Interest accrued and not yet due, | \$2,062 50 | |
| Taxes accrued and not yet due, | 165 98 | |
| TOTAL ACCRUED LIABILITIES, | | 2,228 48 |
| Profit and loss balance (surplus), | | 6,167 16 |
| TOTAL, | | \$400,693 29 |

| CAPITAL STOCK. | | |
|---|--------------|--------------|
| Capital stock authorized by law, | \$165,000 00 | \$165,000 00 |
| Capital stock authorized by votes of company, | 165,000 00 | |
| Capital stock issued and outstanding, | . | |
| Number of shares issued and outstanding, | 1,650 | |
| Number of stockholders, | 34 | |
| Number of stockholders in Massachusetts, | 32 | |
| Amount of stock held in Massachusetts, | \$155,000 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|--------------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| | Per Cent. | | | |
| First mortgage gold bonds, | 5 | July 1, 1921, . | \$115,000 00 | \$822 22 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|---------|
| Number of passengers paying revenue carried during the year, | 392,406 |
| Number carried per mile of main railway track operated, | 32,747 |
| Number of car miles run, | 72,563 |
| Average number of persons employed, | 24 |
| Company commenced operation June 5, 1901. | |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|--------------------------------|------------------------------|------------------------|---------------------------------|-------------------|
| CARS—PASSENGER SERVICE. | | | | |
| Box passenger cars, | 6 | 6 | 6 | - |
| Open passenger cars, | 10 | 10 | - | - |
| TOTAL, | 16 | 16 | 6 | 52 |
| Snow ploughs, | 3 | - | - | - |

MISCELLANEOUS EQUIPMENT.

| | |
|---------------------------------|---|
| Carts and snow sleds, | 1 |
|---------------------------------|---|

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|---------------|
| Length of railway line, | 11.983 miles. |
| Length of sidings, switches, etc., | .546 " |
| Total, computed as single track, | 12.529 " |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|--------------|
| Length of railway line, | 3.489 miles. |
|-----------------------------------|--------------|

Names of the several cities and towns in which the railways operated by the company are located: Swansea, Rehoboth and Seekonk.

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | - | - | - | - | - |
| Employees, | - | - | - | - | - | - |
| Other persons, | - | - | - | 2 | - | 2 |
| TOTALS, | - | - | - | 2 | - | 2 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

PROVIDENCE & FALL RIVER STREET RAILWAY COMPANY,

SWANSEA CENTRE, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John J. Whipple, *President*, Brockton, Mass. Walter H. Trumbull, *Vice-President*, Devonshire Street, Boston, Mass. George A. Butman, *Treasurer and Clerk of Corporation*, 8 Congress Street, Boston, Mass. George P. Dole, *Superintendent*, Swansea Centre, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John J. Whipple, Brockton, Mass. Walter H. Trumbull, Salem, Mass. Fred C. Hinds, Newton, Mass. Alex. B. Bruce, Lawrence, Mass. Robt. Redford, Lawrence, Mass. Thos. Lahey, Haverhill, Mass. Lorenzo P. Sturtevant, Swansea, Mass. Algernon H. Barney, Swansea, Mass. George A. Butman, Malden, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

GEO. A. BUTMAN,
ALEX. B. BRUCE,
FRED C. HINDS,
ROBT. REDFORD,
WALTER H. TRUMBULL,
Directors.
GEO. A. BUTMAN,
Treasurer.
GEO. P. DOLE,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Nov. 15, 1901. Then personally appeared the above-named Geo. A. Butman, Alex. B. Bruce, Fred C. Hinds, Robert Redford and Walter H. Trumbull, directors, Geo. A. Butman, treasurer, and Geo. P. Dole, superintendent, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ARTHUR W. CLAPP,
Justice of the Peace.

REPORT
OF THE
READING, WAKEFIELD & LYNNFIELD STREET RAILWAY
COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

[Railway under construction.]

| GENERAL BALANCE SHEET SEPTEMBER 30, 1901. | | |
|---|-------------|------------|
| ASSETS. | | Dr. |
| Cash and current assets : cash, | | \$6,033 85 |
| TOTAL, | | \$6,033 85 |
| LIABILITIES. | | Cr. |
| Capital stock, | | \$6,000 00 |
| Accrued liabilities : miscellaneous accrued liabilities : interest on deposits, | | 33 85 |
| TOTAL, | | \$6,033 85 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$60,000 00 | |
| Capital stock authorized by votes of company, | 60,000 00 | |
| Amount paid in on 600 shares not yet issued, | | \$6,000 00 |
| Number of stockholders, | | 20 |
| Number of stockholders in Massachusetts, | | 20 |
| Amount of stock held in Massachusetts, | | \$6,000 00 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

READING, WAKEFIELD & LYNNFIELD STREET RAILWAY
COMPANY,
333 UNION STREET, LYNN, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles F. Woodward, *President*, Wakefield, Mass. Charles Williams, *Treasurer*, Lynn, Mass. Edwin L. Stone, *Clerk of Corporation*, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles F. Woodward, Wakefield, Mass. Richard Britton, Wakefield, Mass. Denis Lyons, Wakefield, Mass. Robert B. Goodman, Reading, Mass. Allan W. Paige, Bridgeport, Conn. Fred T. Ley, Springfield, Mass. Edwin L. Stone, Lynn, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

CHAS. F. WOODWARD,
RICHARD BRITTON,
DENIS LYONS,
EDWIN L. STONE,
Directors.
CHARLES WILLIAMS,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, SS. WAKEFIELD, Nov. 5, 1901. Then personally appeared the above-named Charles F. Woodward and Richard Britton, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

W. A. FISHER,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Nov. 6, 1901. Then personally appeared the above-named Denis Lyons and Edwin L. Stone, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

W. A. FISHER,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, SS. LYNN, Nov. 6, 1901. Then personally appeared the above-named Charles Williams, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

W. A. FISHER,
Justice of the Peace.

REPORT

OF THE

SHELBURNE FALLS & COLRAIN STREET RAILWAY
COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|-------------|
| Gross earnings from operation, | \$13,289 37 |
| Operating expenses, | 8,221 26 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$5,068 11 |
| Charges upon income accrued during the year : | |
| Interest on funded debt, | \$3,000 00 |
| Interest and discount on unfunded debts and loans, | 410 20 |
| Taxes, State and local, | 215 91 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 3,626 11 |
| Surplus for the year ending September 30, 1901, | \$1,442 00 |
| Amount of surplus September 30, 1900, | 991 26 |
| TOTAL SURPLUS SEPTEMBER 30, 1901, | \$2,433 26 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$7,223 76 |
| Receipts from carriage of mails, | 305 36 |
| Receipts from carriage of freight, | 5,760 25 |
| GROSS EARNINGS FROM OPERATION, | \$13,289 37 |
| EXPENSES OF OPERATION. | |
| General expenses : | |
| Salaries of general officers and clerks, | \$827 96 |
| General office expenses and supplies, | 19 11 |
| Insurance, | 324 31 |
| Maintenance of roadway and buildings : | |
| Repair of roadbed and track, | 563 87 |
| Repair of electric line construction, | 124 73 |
| Removal of snow and ice, | 51 20 |
| Repair of buildings, | 70 |

| | |
|--|-------------------|
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | \$460 40 |
| Repair of electric equipment of cars, | 222 68 |
| Transferring freight, | 2,099 51 |
| Transportation expenses: | |
| Cost of electric motive power, \$1,751.22; less power sold, \$612.50; net, | 1,138 72 |
| Wages and compensation of persons employed in conducting transportation, | 2,178 71 |
| Rentals of buildings and other property, | 7 50 |
| Other transportation expenses: | |
| Sundry expense, | 113 36 |
| Amusements, | 88 50 |
| TOTAL OPERATING EXPENSES, | \$8,221 26 |

PROPERTY ACCOUNTS.

| | |
|--|----------------|
| Additions to permanent property: for renting power, Ducharme & Halligan plants, exchanging motors, | \$35 00 |
| NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, | \$35 00 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1901.

| ASSETS. | | Dr. |
|---|-------------|---------------------|
| Cost of railway: | | |
| Roadbed and tracks, | \$51,344 86 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 13,995 23 | |
| Engineering and other expenses incident to construction, | 5,414 79 | |
| TOTAL COST OF RAILWAY OWNED, | | \$70,754 88 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, | \$7,187 72 | |
| Electric equipment of same, | 3,498 92 | |
| TOTAL COST OF EQUIPMENT OWNED, | | 10,686 64 |
| Cost of land and buildings: | | |
| Land necessary for operation of railway, | \$2,030 67 | |
| Electric power stations, including equipment, | 21,517 37 | |
| Other buildings necessary for operation of railway, | 2,465 64 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | 26,013 68 |
| Other permanent property: for renting power, Ducharme & Halligan's plant, total cost, | | 577 30 |
| TOTAL PERMANENT INVESTMENTS, | | \$108,032 50 |
| Cash and current assets: | | |
| Cash, | \$726 90 | |
| Bills and accounts receivable, | 341 18 | |
| TOTAL CASH AND CURRENT ASSETS, | | 1,068 08 |
| Miscellaneous assets: materials and supplies, | | 654 30 |
| TOTAL, | | \$109,754 88 |

| LIABILITIES. | | Cr. | |
|---|------------|-----|--------------|
| Capital stock, | | | \$50,000 00 |
| Funded debt, | | | 50,000 00 |
| Current liabilities: | | | |
| Loans and notes payable, | \$6,300 00 | | |
| Matured interest coupons unpaid (including coupons due October 1), | 399 00 | | |
| TOTAL CURRENT LIABILITIES, | | | 6,699 00 |
| Accrued liabilities: | | | |
| Interest accrued and not yet due, | \$407 01 | | |
| Taxes accrued and not yet due, | 215 61 | | |
| TOTAL ACCRUED LIABILITIES, | | | 622 62 |
| Profit and loss balance (surplus), | | | 2,433 26 |
| TOTAL, | | | \$109,754 88 |

| CAPITAL STOCK. | | |
|---|-------------|-------------|
| Capital stock authorized by law, | \$50,000 00 | |
| Capital stock authorized by votes of company, | 50,000 00 | |
| Capital stock issued and outstanding, | | \$50,000 00 |
| Number of shares issued and outstanding, | 500 | |
| Number of stockholders, | 106 | |
| Number of stockholders in Massachusetts, | 98 | |
| Amount of stock held in Massachusetts, | \$41,400 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|--|----------------------|----------------------|------------------------|--------------------------------------|
| Five 20-year first mortgage bonds, may be paid at option of company after September 1, 1901, | Per Cent. 6 | Sept. 1, 1916, | \$50,000 00 | \$3,000 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|---------|
| Number of passengers paying revenue carried during the year, | 162,637 |
| Number carried per mile of main railway track operated, | 24,906 |
| Number of car miles run, | 54,236 |
| Average number of persons employed, | 11 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Not Equipped. | Total Passenger Cars. | Equipped with Electric Heaters. | Number of Motors. |
|----------------------------------|------------------------------|---------------|-----------------------|---------------------------------|-------------------|
| CARS—PASSENGER SERVICE. | | | | | |
| Box passenger cars, | 2 | 1 | 3 | 2 | 4 |
| Open passenger cars, | 1 | 1 | 2 | - | 2 |
| TOTAL, | 3 | 2 | 5 | 2 | 6 |
| CARS—OTHER SERVICE. | | | | | |
| Box freight cars, | - | 4 | - | - | - |
| Platform freight cars, | - | 4 | - | - | - |
| TOTAL, | - | 8 | - | - | - |
| Snow ploughs, | 1 | - | - | - | - |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|--------------|
| Length of railway line, | 6.530 miles. |
| Length of sidings, switches, etc., | .480 " |
| Total, computed as single track, | 7.010 " |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|--------------|
| Length of railway line, | 2.550 miles. |
|-----------------------------------|--------------|

Names of the several cities and towns in which the railways operated by the company are located : Shelburne and Colrain.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

SHELBURNE FALLS & COLRAIN STREET RAILWAY COMPANY,
SHELBURNE FALLS, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Chas. A. Marcy, *President*, Colrain, Mass. Francis J. Canedy, *Vice-President*, Shelburne Falls, Mass. Fred. E. Merrick, *Treasurer*, Shelburne Falls, Mass. Edwin Baker, *Clerk of Corporation*, Shelburne Falls, Mass. Dana Malone, *General Counsel*, Greenfield, Mass. H. B. Upton, *Superintendent*, Shelburne Falls, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Chas. A. Marcy, Colrain, Mass. Lorenzo Griswold, Griswoldville, Mass.
Francis J. Canedy, Shelburne Falls, Mass. Edwin Baker, Shelburne Falls,
Mass. Freeman L. Davenport, Shelburne Falls, Mass. Juan C. Wood, Shel-
burne Falls, Mass. Herbert Newell, Shelburne Falls, Mass.

We hereby certify that the statements contained in the foregoing report are
full, just and true.

LORENZO GRISWOLD,
CHARLES A. MARCY,
HERBERT NEWELL,
F. J. CANEDY,
J. C. WOOD,
F. L. DAVENPORT,
EDWIN BAKER, *Directors.*
F. E. MERRICK, *Treasurer.*
H. BURTT UPTON,
 Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

FRANKLIN, ss. OCT. 15, 1901. Then personally appeared the above-named
F. J. Canedy, F. L. Davenport, J. C. Wood, E. Baker, Lorenzo Griswold, C.
A. Marcy and H. Newell, and severally made oath that the foregoing certifi-
cate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CLIFTON L. MCKNIGHT,
 Notary Public.

REPORT

OF THE

SOMERVILLE HORSE RAILROAD COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

[Leased to and operated by the Boston Elevated.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|--------------|
| Rental received from lease of railway, | \$9,180 00 |
| Dividends declared (6 per cent), | \$9,180 00 |
| GENERAL BALANCE SHEET SEPTEMBER 30, 1901. | |
| ASSETS. Dr. | |
| Cost of railway, | \$153,000 00 |
| TOTAL, | \$153,000 00 |
| LIABILITIES. Cr. | |
| Capital stock, | \$153,000 00 |
| TOTAL, | \$153,000 00 |
| CAPITAL STOCK. | |
| Capital stock authorized by law, | \$153,000 00 |
| Capital stock authorized by votes of company, | 153,000 00 |
| Capital stock issued and outstanding, | \$153,000 00 |
| Number of shares issued and outstanding, | 3,060 |
| Number of stockholders, | 5 |
| Number of stockholders in Massachusetts, | 5 |
| Amount of stock held in Massachusetts, | \$153,000 00 |

RAILWAY OWNED.

| | |
|--|--------------|
| Length of railway line, | 6.356 miles. |
| Length of second main track, | 1.424 " |
| Total length of main track, | 7.780 " |
| Length of sidings, switches, etc., | .253 " |
| Total, computed as single track, | 8.033 " |

Names of the several cities and towns in which the railway owned by the company is located: Somerville.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

SOMERVILLE HORSE RAILROAD COMPANY,

101 MILK STREET, ROOM 706, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Wm. Hooper, *President*, 101 Milk Street, Boston, Mass. John H. Studley, Jr., *Treasurer*, 101 Milk Street, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Wm. Hooper, Boston, Mass. Samuel Little, Boston, Mass. Henry F. Woods, Boston, Mass. Prentiss Cummings, Brookline, Mass. John H. Studley, Jr., Malden, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

WILLIAM HOOPER,
PRENTISS CUMMINGS,
JOHN H. STUDLEY, JR.,
SAMUEL LITTLE,
Directors.
JOHN H. STUDLEY, JR.,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 18, 1901. Then personally appeared the above-named William Hooper, Prentiss Cummings, John H. Studley, Jr., and Samuel Little, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

A. J. HOLLEY,
Justice of the Peace.

REPORT

OF THE

SOUTHBRIDGE & STURBRIDGE STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|-------------|
| Gross earnings from operation, | \$28,239 39 |
| Operating expenses, | 21,272 17 |
| NET EARNINGS FROM OPERATION, | \$6,967 22 |
| Miscellaneous income: sale of old material, | 90 00 |
| GROSS INCOME ABOVE OPERATING EXPENSES,. | \$7,057 22 |
| Charges upon income accrued during the year: | |
| Interest on funded debt, | \$3,000 00 |
| Interest and discount on unfunded debts and loans, | 588 50 |
| Taxes, State and local, | \$1,130 62 |
| Taxes, commutation, | 282 39 |
| | 1,413 01 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME,. | 5,001 51 |
| Surplus for the year ending September 30, 1901, | \$2,055 71 |
| Amount of surplus September 30, 1900, | 2,463 21 |
| TOTAL SURPLUS SEPTEMBER 30, 1901, | \$4,518 92 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$27,213 60 |
| Receipts from carriage of mails, | 286 24 |
| Receipts from carriage of express and parcels, | 529 60 |
| Receipts from advertising in cars, | 209 95 |
| GROSS EARNINGS FROM OPERATION, | \$28,239 39 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks, | \$480 00 |
| General office expenses and supplies, | 180 46 |
| Insurance, | 1,511 14 |

| | |
|--|--------------------|
| Maintenance of roadway and buildings : | |
| Repair of roadbed and track, | \$600 52 |
| Repair of electric line construction, | 43 03 |
| Removal of snow and ice, | 190 08 |
| Repair of buildings, | 86 42 |
| Maintenance of equipment : | |
| Repair of cars and other vehicles, | 910 07 |
| Repair of electric equipment of cars, | 1,222 39 |
| Transportation expenses : | |
| Cost of electric motive power, | 5,906 56 |
| Wages and compensation of persons employed in conducting transportation, | 10,112 00 |
| Damages for injuries to persons and property, | 29 50 |
| TOTAL OPERATING EXPENSES, | \$21,272 17 |

PROPERTY ACCOUNTS.

| | |
|---|-----------------|
| Additions to railway : | |
| Track work, | \$20 58 |
| Line work, | 101 58 |
| TOTAL ADDITIONS TO RAILWAY, | \$122 16 |
| Additions to equipment : vestibules, etc., | 532 47 |
| Additions to land and buildings : new buildings necessary for operation of railway, | 49 50 |
| Additions to other permanent property : pleasure resort, | 6 51 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$710 64 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1901.

| ASSETS. | | DR. |
|---|-------------|---------------------|
| Cost of railway : | | |
| Roadbed and tracks, | \$71,788 21 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 16,368 14 | |
| Engineering and other expenses incident to construction, | 3,000 00 | |
| TOTAL COST OF RAILWAY OWNED, | | \$91,156 35 |
| Cost of equipment : cars and other rolling stock and vehicles and electric equipment of same, | | 22,544 41 |
| Cost of land and buildings : | | |
| Land necessary for operation of railway, | \$610 00 | |
| Electric equipment at power station, | 7,732 88 | |
| Buildings necessary for operation of railway, | 5,001 08 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | 13,343 96 |
| Other permanent property : pleasure resort, | | 5,312 06 |
| TOTAL PERMANENT INVESTMENTS, | | \$132,356 78 |
| Cash and current assets : cash, | | 1,670 23 |
| Miscellaneous assets : materials and supplies, | | 1,524 30 |
| TOTAL, | | \$135,551 31 |
| LIABILITIES. | | CR. |
| Capital stock, | | \$60,000 00 |
| Funded debt, | | 60,000 00 |

| | |
|---|--------------|
| Current liabilities: loans and notes payable, | \$10,000 00 |
| Accrued liabilities: | |
| Interest accrued and not yet due, \$750 00 | |
| Taxes accrued and not yet due, 282 39 | |
| TOTAL ACCRUED LIABILITIES, | 1,032 39 |
| Profit and loss balance (surplus), | 4,518 92 |
| TOTAL, | \$135,551 31 |

CAPITAL STOCK.

| | | |
|---|-------------|-------------|
| Capital stock authorized by law, | \$60,000 00 | |
| Capital stock authorized by votes of company, | 60,000 00 | |
| Capital stock issued and outstanding, | | \$60,000 00 |
| Number of shares issued and outstanding, | 600 | |
| Number of stockholders, | 34 | |
| Number of stockholders in Massachusetts, | 33 | |
| Amount of stock held in Massachusetts, | \$59,200 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|--------------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage 20-year gold bonds, . | Per Cent. 5 | Jan. 1, 1917, | \$60,000 00 | \$3,000 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|---------|
| Number of passengers paying revenue carried during the year, | 557,728 |
| Number carried per mile of main railway track operated, . | 71,983 |
| Number of car miles run, | 146,328 |
| Average number of persons employed, | 15 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Not Equipped. | Total Passenger Cars. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|-------------------------------|------------------------------|---------------|-----------------------|------------------------|---------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | | | |
| Box passenger cars, | 6 | - | 6 | 6 | 6 | 10 |
| Open passenger cars, | 5 | - | 5 | 5 | - | 10 |
| TOTAL, | 11 | - | 11 | 11 | 6 | 20 |
| CARS — OTHER SERVICE. | | | | | | |
| Work cars, 1 trailer, | - | 1 | - | - | - | - |
| Snow ploughs, | - | 1 | - | - | - | - |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|--------------|
| Length of railway line, | 7.595 miles. |
| Length of second main track, | .153 " |
| Total length of main track, | 7.748 " |
| Length of sidings, switches, etc., | .262 " |
| Total, computed as single track, | 8.010 " |

Names of the several cities and towns in which the railways operated by the company are located: Southbridge and Sturbridge.

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | - | - | - | - | - |
| Employees, | - | - | - | - | - | - |
| Other persons, | - | - | 1 | 1 | 1 | 1 |
| TOTALS, | - | - | 1 | 1 | 1 | 1 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

SOUTHBRIDGE & STURBRIDGE STREET RAILWAY COMPANY,
SOUTHBRIDGE, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Calvin D. Paige, *President*, Southbridge, Mass. Francis L. Chapin, *Treasurer*, Southbridge, Mass. John M. Cochran, *Clerk of Corporation and General Counsel*, Southbridge, Mass. Herbert H. Morse, *Superintendent*, Southbridge, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Calvin D. Paige, Southbridge, Mass. George W. Wells, Southbridge, Mass. Francis L. Chapin, Southbridge, Mass. Hiram C. Wells, Southbridge, Mass. Henry C. Cady, Southbridge, Mass. Albert H. Wheeler, Southbridge, Mass. Thomas T. Robinson, Dedham, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

CALVIN D. PAIGE,
GEO. W. WELLS,
FRANCIS L. CHAPIN,
H. C. WELLS,
Directors.
FRANCIS L. CHAPIN,
Treasurer.
HERBERT H. MORSE,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. OCT. 24, 1901. Then personally appeared the above-named Calvin D. Paige, George W. Wells, Francis L. Chapin, H. C. Wells and Herbert H. Morse, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JOHN A. HALL,
Justice of the Peace.

REPORT

OF THE

SOUTH MIDDLESEX STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|-------------|
| Gross earnings from operation, | \$69,423 31 |
| Operating expenses, | 55,573 54 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$13,849 77 |
| Charges upon income accrued during the year : | |
| Interest on funded debt, | \$5,000 00 |
| Interest and discount on unfunded debts and loans, | 4,838 64 |
| Taxes, State and local, | \$2,377 29 |
| Taxes, commutation, | 1,267 13 |
| | 3,644 42 |
| Rentals of leased railways: Natick & Needham Street Railway, | 1,727 56 |
| Payments to sinking and other special funds: sinking fund, | 2,000 00 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 17,210 62 |
| NET DEFICIT, | \$3,360 85 |
| Dividends declared (5 per cent), | 5,000 00 |
| Deficit for the year ending September 30, 1901, | \$8,360 85 |
| Amount of surplus September 30, 1900, | 10,367 56 |
| Debits to profit and loss account during the year: settlement of claims, | 32 41 |
| TOTAL SURPLUS SEPTEMBER 30, 1901, | \$1,974 30 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$68,955 35 |
| Receipts from carriage of mails, | 218 00 |
| Receipts from advertising in cars, | 249 96 |
| GROSS EARNINGS FROM OPERATION, | \$69,423 31 |
| EXPENSES OF OPERATION. | |
| General expenses : | |
| Salaries of general officers and clerks, | \$5,022 39 |
| General office expenses and supplies, | 811 89 |

| | |
|--|--------------------|
| General expenses — <i>Concluded.</i> | |
| Legal expenses, | \$1,491 20 |
| Insurance, | 1,891 80 |
| Other general expenses, | 1,439 15 |
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | 5,726 36 |
| Repair of electric line construction, | 1,143 47 |
| Removal of snow and ice, | 785 76 |
| Repair of buildings, | 18 06 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | 2,991 41 |
| Repair of electric equipment of cars, | 4,587 23 |
| Transportation expenses: | |
| Cost of electric motive power, \$17,269.84; less power sold, \$7,935.24; net, | 9,334 60 |
| Wages and compensation of persons employed in conduct- ing transportation, | 17,101 62 |
| Damages for injuries to persons and property, | 2,597 55 |
| Other transportation expenses, | 631 05 |
| TOTAL OPERATING EXPENSES, | \$55,573 54 |

PROPERTY ACCOUNTS.

| | |
|---|-------------------|
| Additions to railway: new electric line construction, | \$126 26 |
| Additions to equipment: additions to cars and electric equip- ment of same, | 5,263 82 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$5,390 08 |
| Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): | |
| Hopkinton car house, | \$11 25 |
| Power station, | 1 50 |
| TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, | 12 75 |
| NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, | \$5,377 33 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1901.

| ASSETS. | DR. |
|---|---------------------|
| Cost of railway: | |
| Roadbed and tracks, | \$111,548 93 |
| Electric line construction, including poles, wiring, feeder lines, etc., | 36,803 52 |
| Engineering and other expenses incident to construction, | 3,591 68 |
| TOTAL COST OF RAILWAY OWNED, | \$151,944 13 |
| Cost of equipment: cars and other rolling stock and vehicles and electric equipment of same, | 65,542 11 |
| Cost of land and buildings: | |
| Land necessary for operation of railway, | \$5,862 00 |
| Electric power stations, including equipment, | 50,001 40 |
| Other buildings necessary for operation of railway, | 18,476 48 |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | 74,339 88 |

| | | |
|---|--------------|---------------------|
| Other permanent property: | | |
| West Natick pavilion, | \$500 00 | |
| Office furniture, | 489 43 | |
| TOTAL COST OF OTHER PERMANENT PROPERTY OWNED, | | \$989 43 |
| TOTAL PERMANENT INVESTMENTS, | | \$292,815 55 |
| Cash and current assets: | | |
| Cash, | \$770 96 | |
| Bills and accounts receivable, | 687 91 | |
| Sinking and other special funds, | 4,176 50 | |
| Other cash and current assets: prepaid insurance and interest, | 1,292 70 | |
| TOTAL CASH AND CURRENT ASSETS, | | 6,928 07 |
| Miscellaneous assets: | | |
| Materials and supplies, | \$5,974 60 | |
| Other assets and property: Natick & Needham Street Railway lease, | 9,981 33 | |
| TOTAL MISCELLANEOUS ASSETS, | | 15,955 93 |
| TOTAL, | | \$315,699 55 |
| LIABILITIES. | | CR. |
| Capital stock, | | \$100,000 00 |
| Funded debt, | | 100,000 00 |
| Current liabilities: | | |
| Loans and notes payable, | \$100,000 00 | |
| Audited vouchers and accounts, | 4,154 65 | |
| Salaries and wages, | 186 98 | |
| TOTAL CURRENT LIABILITIES, | | 104,341 63 |
| Accrued liabilities: | | |
| Interest accrued and not yet due, | \$1,249 72 | |
| Taxes accrued and not yet due, | 2,229 84 | |
| Rentals accrued and not yet due, | 1,727 56 | |
| TOTAL ACCRUED LIABILITIES, | | 5,207 12 |
| Sinking and other special funds: sinking fund, | | 4,176 50 |
| Profit and loss balance (surplus), | | 1,974 30 |
| TOTAL, | | \$315,699 55 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$100,000 00 | |
| Capital stock authorized by votes of company, | 100,000 00 | |
| Capital stock issued and outstanding, | | \$100,000 00 |
| Number of shares issued and outstanding, | 1,000 | |
| Number of stockholders, | 39 | |
| Number of stockholders in Massachusetts, | 36 | |
| Amount of stock held in Massachusetts, | \$99,200 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|---------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage bonds, | Per Cent. 5 | Feb. 1, 1915, | \$100,000 00 | \$5,000 00 |

SINKING AND OTHER SPECIAL FUNDS.

| | |
|--|-------------------|
| Amount September 30, 1900, of sinking fund, | \$2,037 50 |
| Additions during the year to sinking fund, | 2,139 00 |
| TOTAL, INCLUDING ADDITIONS, | \$4,176 50 |
| TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1901, | \$4,176 50 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|-----------|
| Number of passengers paying revenue carried during the year, | 1,416,232 |
| Number carried per mile of main railway track operated, | 75,710 |
| Number of car miles run, | 839,775 |
| Average number of persons employed, | 48 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|--------------------------------|------------------------------|------------------------|---------------------------------|-------------------|
| CARS—PASSENGER SERVICE. | | | | |
| Box passenger cars, | 11 | 11 | 11 | } 60 |
| Open passenger cars, | 14 | 14 | - | |
| TOTAL, | 25 | 25 | 11 | 60 |
| Snow ploughs, | 3 | - | - | - |

MISCELLANEOUS EQUIPMENT.

| | |
|-------------------------|---|
| Repair wagon, | 1 |
| Road scraper, | 1 |

RAILWAY OWNED, LEASED AND OPERATED (BY ELECTRIC POWER).

| RAILWAY OWNED, ETC. | Owned. | Held under Lease or Contract. | Total Owned, etc. |
|---|------------------|-------------------------------|-------------------|
| Length of railway line, | Miles. 12.932 | Miles. 5.774 | Miles. 18.706 |
| Length of sidings, switches, etc., | .896 | .048 | .944 |
| TOTAL, COMPUTED AS SINGLE TRACK, | 13.828 | 5.822 | 19.650 |

Names of the several cities and towns in which the railways operated by the company are located: Needham, Dover, Natick, Sherborn, Framingham, Ashland and Hopkinton.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|---|----------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of company's railway with railroads at grade (5 in number), viz.: | | |
| With New York, New Haven & Hartford Railroad, Waverly Street, Framingham, | 2 | 1 |
| With Boston & Albany Railroad, Waverly Street, Framingham, | 1 | 1 |
| With Boston & Albany Railroad, Waverly Street, Framingham, | 1 | 1 |
| With Boston & Albany Railroad, Waverly Street, Framingham, | 1 | 1 |
| With New York, New Haven & Hartford Railroad, Ashland, | 1 | 1 |
| TOTAL NUMBER OF TRACKS AT CROSSINGS, | 6 | 5 |

Number of above crossings at which *frogs* are inserted in the tracks, . . . 5

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BE- YOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | 3 | - | 3 | - | 6 |
| Employees, | - | - | - | 1 | - | 1 |
| Other persons, | - | 4 | - | - | - | 4 |
| TOTALS, | - | 7 | - | 4 | - | 11 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

SOUTH MIDDLESEX STREET RAILWAY COMPANY,

SOUTH FRAMINGHAM, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Willard B. Ferguson, *President*, Natick, Mass. Alexander DeWitt, *Vice-President*, 349 Main Street, Worcester, Mass. James J. Valentine, *Treasurer and Clerk of Corporation*, South Framingham, Mass. Andrew F. Mars, *General Manager*, South Framingham, Mass. John W. Sullivan, *Superintendent*, South Framingham, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Willard B. Ferguson, Natick, Mass. Alexander DeWitt, Worcester, Mass. Charles L. Clafin, Hopkinton, Mass. John H. Cunningham, Chelsea, Mass. James J. Valentine, Framingham, Mass. Francis Bigelow, Natick, Mass. Harvey H. Whitney, Natick, Mass. John M. Fiske, Natick, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

FRANCIS BIGELOW,
JOHN M. FISKE,
HARVEY H. WHITNEY,
JAMES J. VALENTINE,
CHARLES L. CLAFLIN,
Directors.
JAMES J. VALENTINE,
Treasurer.
JOHN W. SULLIVAN,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. Nov. 5, 1901. Then personally appeared the above-named Francis Bigelow, John M. Fiske, Harvey H. Whitney, James J. Valentine and John W. Sullivan, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WM. REED BIGELOW,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. Nov. 5, 1901. Then personally appeared the above-named Charles L. Claflin, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

GEORGE L. HEMENWAY,
Justice of the Peace.

REPORT

OF THE

SOUTH SHORE & BOSTON STREET RAILWAY COMPANY

FOR THE PERIOD ENDING NOVEMBER 21, 1900.

[Consolidated with Brockton November 21, 1900.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|-------------|
| Gross earnings from operation, | \$31,785 17 |
| Operating expenses, | 28,957 42 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$2,827 75 |
| Charges upon income accrued during the year : | |
| Interest on funded debt, | \$4,305 55 |
| Interest and discount on unfunded debts and loans, | 225 38 |
| Taxes, State and local, | 1,211 98 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 5,742 91 |
| Deficit for the period ending November 21, 1900, | \$2,915 16 |
| Amount of surplus September 30, 1900, | 13,120 24 |
| Debits to profit and loss account during the year : old accounts charged off, | 130 45 |
| TOTAL SURPLUS NOVEMBER 21, 1900, | \$10,074 63 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$31,178 97 |
| Receipts from carriage of mails, | 287 68 |
| Receipts from tolls for use of tracks by other companies, | 2 83 |
| Receipts from rentals of buildings and other property, | 32 00 |
| Receipts from interest on deposits, | 283 69 |
| GROSS EARNINGS FROM OPERATION, | \$31,785 17 |
| EXPENSES OF OPERATION. | |
| General expenses : | |
| Salaries of general officers and clerks, | \$1,153 54 |
| General office expenses and supplies, | 114 51 |
| Legal expenses, | 867 53 |
| Insurance, | 2,096 51 |
| Other general expenses : storeroom expense, \$7.11; advertising, \$2.75; miscellaneous general expense, \$312.44; internal revenue tax, \$1.30, | 323 60 |

| | |
|---|-------------|
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | \$1,505 15 |
| Repair of electric line construction, | 1,107 56 |
| Repair of buildings, | 274 98 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | 1,513 44 |
| Repair of electric equipment of cars, | 2,672 77 |
| Provender and stabling for horses, | 154 22 |
| Transportation expenses: | |
| Cost of electric motive power, \$5,495.27; less power sold, \$3.31; net, | 5,491 96 |
| Wages and compensation of persons employed in conduct- ing transportation, | 8,615 48 |
| Damages for injuries to persons and property, | 1,659 84 |
| Tolls for trackage over other railways, | 541 43 |
| Rentals of buildings and other property, | 29 08 |
| Other transportation expenses: car service supplies, \$94.72; miscellaneous car expenses, \$363.32; cleaning, oiling and sanding track, \$377.78, | 835 82 |
| TOTAL OPERATING EXPENSES, | \$28,957 42 |

PROPERTY ACCOUNTS.

| | |
|---|-------------|
| Additions to railway: new electric line construction (addi- tional feeders), | \$30,220 36 |
| Additions to land and buildings: new buildings necessary for operation of railway, | 35 00 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$30,255 36 |

GENERAL BALANCE SHEET NOVEMBER 21, 1900.

| ASSETS. | DR. |
|---|----------------|
| Cost of railway: | |
| Roadbed and tracks, | \$701,992 92 |
| Electric line construction, including poles, wiring, feeder lines, etc., | 243,383 89 |
| Engineering and other expenses incident to construction, | 21,344 21 |
| Other items of railway cost: water works, | 3,500 00 |
| TOTAL COST OF RAILWAY OWNED, | \$970,221 02 |
| Cost of equipment: | |
| Cars and other rolling stock and vehicles, | \$143,831 50 |
| Electric equipment of same, | 89,357 39 |
| Horses, | 150 00 |
| Other items of equipment: tools and ma- chinery, \$5,683.58; furniture, \$1,306.42; sundry, \$1,593.54, | 8,583 54 |
| TOTAL COST OF EQUIPMENT OWNED, | 241,922 43 |
| Cost of land and buildings: | |
| Land and buildings necessary for operation of railway, | \$114,245 00 |
| Electric power stations, including equipment, | 147,145 00 |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | 261,390 00 |
| TOTAL PERMANENT INVESTMENTS, | \$1,473,533 45 |

| | | |
|---|--------------|----------------|
| Cash and current assets : | | |
| Cash, | \$16,128 16 | |
| Bills and accounts receivable, | 4,745 52 | |
| Other cash and current assets : | | |
| Coupon deposits, | 5,570 00 | |
| Prepaid insurance, | 3,479 08 | |
| Prepaid taxes, | 959 84 | |
| | | |
| TOTAL CASH AND CURRENT ASSETS, | | \$30,882 60 |
| Miscellaneous assets : materials and supplies, | | 17,185 00 |
| | | |
| TOTAL, | | \$1,521,601 05 |
| LIABILITIES. | | CR. |
| Capital stock, | | \$865,000 00 |
| Funded debt, | | 600,000 00 |
| Current liabilities : | | |
| Audited vouchers and accounts, | \$33,843 84 | |
| Matured interest coupons unpaid, | 5,570 00 | |
| Miscellaneous current liabilities : outstand- ing tickets, | 415 42 | |
| | | |
| TOTAL CURRENT LIABILITIES, | | 39,828 76 |
| Accrued liabilities : | | |
| Interest accrued and not yet due, | \$6,576 38 | |
| Taxes accrued and not yet due, | 121 28 | |
| | | |
| TOTAL ACCRUED LIABILITIES, | | 6,697 66 |
| Profit and loss balance (surplus), | | 10,074 63 |
| | | |
| TOTAL, | | \$1,521,601 05 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$865,000 00 | |
| Capital stock authorized by votes of company, | 865,000 00 | |
| Capital stock issued and outstanding, | | \$865,000 00 |
| Number of shares issued and outstanding, | 8,650 | |
| Number of stockholders, | 60 | |
| Number of stockholders in Massachusetts, | 56 | |
| Amount of stock held in Massachusetts, | \$840,000 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|---|-------------------|-------------------|---------------------|--------------------------------|
| | Per Cent. | | | |
| First and consolidated mortgage bonds, | 5 | Aug. 1, 1919, | \$335,000 00 | \$2,326 46 |
| First mortgage bonds, Rockland & Abington Street Railway Co., | 6 | May 1, 1915, | 100,000 00 | 833 33 |
| First mortgage bonds, Braintree & Weymouth Street Railway Co., | 5 | March 1, 1917, | 80,000 00 | 555 55 |
| First mortgage gold bonds, Bridge-water, Whitman & Rockland Street Railway Co., | 5 | Nov. 1, 1917, | 85,000 00 | 590 21 |
| TOTALS, | | | \$600,000 00 | \$4,305 55 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|---------|
| Number of passengers paying revenue carried during the year, | 635,427 |
| Number carried per mile of main railway track operated, . | 9,115 |
| Number of car miles run, | 158,718 |
| Average number of persons employed, | 177 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|-----------------------------------|------------------------------|------------------------|---------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | |
| Box passenger cars, | 39 | 39 | 39 | - |
| Open passenger cars, | 60 | 60 | - | - |
| TOTAL, | 99 | 99 | 39 | 166 |
| CARS — OTHER SERVICE. | | | | |
| Platform freight cars, | 4 | - | - | - |
| Other cars (tower car), | 1 | - | - | - |
| TOTAL, | 5 | - | - | - |
| Snow ploughs, | 13 | - | - | - |

MISCELLANEOUS EQUIPMENT.

| | |
|--|---|
| Carts and snow sleds, | 6 |
| Other highway vehicles: 4 tower wagons, 2 express wagons, 2 pungs, 1 snow leveller, | 9 |
| Horses, | 2 |
| Harnesses (single), | 3 |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| RAILWAY OWNED, ETC. | Owned. | Trackage over Other Railways. | Total Owned, etc. |
|--|------------------|-------------------------------|-------------------|
| Length of railway line, | Miles. 60.062 | Miles. 6.610 | Miles. 66.672 |
| Length of second main track, | 3.043 | - | 3.043 |
| TOTAL LENGTH OF MAIN TRACK, | 63.105 | 6.610 | 69.715 |
| Length of sidings, switches, etc., | 2.928 | - | 2.928 |
| TOTAL, COMPUTED AS SINGLE TRACK, | 66.033 | 6.610 | 72.643 |

Names of the several cities and towns in which the railways operated by the company are located: Brockton, Whitman, Bridgewater, East Bridge-water, Abington, Rockland, Hanover, Norwell, Weymouth, Braintree, Hingham and Hull.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|---|----------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of company's railway with railroads at grade (7 in number), viz.: | | |
| With New York, New Haven & Hartford Railroad as follows: | | |
| At North Avenue, North Abington, | 4 | 1 |
| At Union Street, Rockland, | 1 | 1 |
| At South Avenue, Whitman, | 3 | 1 |
| At Hingham, | 2 | 1 |
| At Weir River, | 2 | 1 |
| At Wade's Crossing, | 2 | 1 |
| At East Braintree, | 3 | 1 |
| TOTAL NUMBER OF TRACKS AT CROSSINGS, | 17 | 7 |

Number of above crossings at which *frogs* are inserted in the tracks, 7

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BE- YOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | - | - | - | - | - |
| Employees, | - | - | - | - | - | - |
| Other persons, | - | - | 1 | - | 1 | - |
| TOTALS, | - | - | 1 | - | 1 | - |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

SOUTH SHORE & BOSTON STREET RAILWAY COMPANY,

QUINCY, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John R. Graham, *President*, Quincy, Mass. Edward B. Nevins, *Vice-President*, South Weymouth, Mass. Alonzo F. Walter, *Treasurer*, Quincy, Mass. Gardner F. Wells, *Clerk of Corporation and General Manager*, Rockland, Mass. Allen H. Walcott, *Superintendent*, Rockland, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John R. Graham, Quincy, Mass. Edward B. Nevins, South Weymouth, Mass. Dr. Wm. A. Drake, North Weymouth, Mass. Joseph H. Goodspeed, Boston, Mass. Patrick F. Sullivan, Lowell, Mass. Clarence Burgin, Quincy, Mass. Brainard T. Dyer, Braintree, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JOHN R. GRAHAM,
E. B. NEVINS,
W. A. DRAKE,
P. F. SULLIVAN,
J. H. GOODSPEED,
CLARENCE BURGIN,

Directors.

ALONZO F. WALTER,

Treasurer.

GARDNER F. WELLS,

General Manager.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Nov. 4, 1901. Then personally appeared the above-named John R. Graham, E. B. Nevins, P. F. Sullivan, J. H. Goodspeed, Alonzo F. Walter and Gardner F. Wells, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

D. DANA BARTLETT,

Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

NORFOLK, SS. QUINCY, Nov. 4, 1901. Then personally appeared the above-named Clarence Burgin and W. A. Drake, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me.

CHARLES H. JOHNSON,

Notary Public.

REPORT

OF THE

SPRINGFIELD STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|--------------|
| Gross earnings from operation, | \$753,809 70 |
| Operating expenses, | 527,588 98 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$226,220 72 |
| Charges upon income accrued during the year : | |
| Interest on funded debt, \$3,249 51 | |
| Interest and discount on unfunded debts and loans, 540 29 | |
| Taxes, State and local, . . . \$52,608 38 | |
| Taxes, commutation, . . . 16,836 27 | |
| | 69,444 65 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . | 73,234 45 |
| NET DIVISIBLE INCOME, | \$152,986 27 |
| Dividends declared (8 per cent), | 156,672 00 |
| Deficit for the year ending September 30, 1901, | \$3,685 73 |
| Amount of surplus September 30, 1900, | 280,509 20 |
| Credits to profit and loss account during the year : premium on 5,000 shares new stock issued November 24, 1900, \$350,000 00 | |
| Debits to profit and loss account during the year : | |
| Depreciation track construction, \$75,000 00 | |
| Depreciation car equipment, . . . 75,000 00 | |
| Depreciation power station, . . . 75,000 00 | |
| TOTAL DEBITS, 225,000 00 | |
| NET AMOUNT CREDITED TO PROFIT AND LOSS, . . . | 125,000 00 |
| TOTAL SURPLUS SEPTEMBER 30, 1901, | \$401,823 47 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$748,279 58 |
| Receipts from rentals of buildings and other property, . . | 3,130 12 |
| Receipts from advertising in cars, | 2,400 00 |
| GROSS EARNINGS FROM OPERATION, | \$753,809 70 |

| EXPENSES OF OPERATION. | |
|--|--------------|
| General expenses : | |
| Salaries of general officers and clerks, | \$22,617 33 |
| General office expenses and supplies, | 2,200 73 |
| Insurance, | 8,791 96 |
| Other general expenses: incidental expense, \$2,706.51; street sprinkling, \$1,999.42; coal for heating, \$1,- 577.38, | 6,283 31 |
| Maintenance of roadway and buildings : | |
| Repair of roadbed and track, | 60,946 49 |
| Repair of electric line construction, | 10,183 95 |
| Removal of snow and ice, | 6,611 08 |
| Repair of buildings, | 2,696 89 |
| Maintenance of equipment : | |
| Repair of cars and other vehicles, | 34,815 24 |
| Repair of electric equipment of cars, | 24,058 23 |
| Renewal of horses, harnesses, shoeing, etc., | 895 30 |
| Transportation expenses : | |
| Cost of electric motive power, | 83,791 12 |
| Wages and compensation of persons employed in conduct- ing transportation, | 242,706 44 |
| Damages for injuries to persons and property, | 20,990 91 |
| TOTAL OPERATING EXPENSES, | \$527,588 98 |
| PROPERTY ACCOUNTS. | |
| Additions to railway : | |
| Extension of tracks (length, 5,018 feet), | \$20,182 80 |
| New electric line construction (length, 5,018 feet), | 17,311 52 |
| Other additions to railway : underground con- duit construction, | 4,764 84 |
| TOTAL ADDITIONS TO RAILWAY, | \$42,259 16 |
| Additions to equipment: additional cars (19 in number) and electric equipment of same, | 86,886 40 |
| Additions to land and buildings : | |
| Additional land and buildings necessary for operation of railway, | \$10,991 74 |
| Additional equipment of power stations, | 39,296 14 |
| TOTAL ADDITIONS TO LAND AND BUILDINGS, | 50,287 88 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$179,433 44 |
| Deductions from property accounts (property sold or reduced in valuation and credited to property accounts) : | |
| Depreciation track construction, | \$75,000 00 |
| Depreciation car equipment, | 75,000 00 |
| Depreciation power station, | 75,000 00 |
| TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, | 225,000 00 |
| NET REDUCTION FROM PROPERTY ACCOUNTS FOR THE YEAR, | \$45,566 56 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1901.

| ASSETS. | | Dr. | |
|--|-------------|-----|----------------|
| Cost of railway: | | | |
| Roadbed and tracks, | \$988,835 | 35 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 207,225 | 12 | |
| Other items of railway cost: underground conduit, | 4,764 | 84 | |
| TOTAL COST OF RAILWAY OWNED, | | | \$1,200,825 31 |
| Cost of equipment: | | | |
| Cars and other rolling stock and vehicles and electric equipment of same, | \$448,312 | 13 | |
| Horses, | 1,290 | 00 | |
| Other items of equipment: sundry equipment, | 12,936 | 47 | |
| TOTAL COST OF EQUIPMENT OWNED, | | | 462,538 60 |
| Cost of land and buildings: | | | |
| Land and buildings necessary for operation of railway, | \$334,944 | 54 | |
| Electric power stations, including equipment, | 354,652 | 51 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | | 689,597 05 |
| TOTAL PERMANENT INVESTMENTS, | | | \$2,352,960 96 |
| Cash and current assets: | | | |
| Cash, | \$20,138 | 22 | |
| Sinking and other special funds, | 100,000 | 00 | |
| TOTAL CASH AND CURRENT ASSETS, | | | 120,138 22 |
| Miscellaneous assets: materials and supplies, | | | 20,611 07 |
| TOTAL, | | | \$2,493,710 25 |
| LIABILITIES. | | Cr. | |
| Capital stock, | | | |
| Funded debt, | | | \$1,958,400 00 |
| Current liabilities: | | | 100,000 00 |
| Audited vouchers and accounts, | \$10,415 | 51 | |
| Salaries and wages, | 6,235 | 00 | |
| TOTAL CURRENT LIABILITIES, | | | 16,650 51 |
| Accrued liabilities: taxes accrued and not yet due, | | | 16,836 27 |
| Profit and loss balance (surplus), | | | 401,823 47 |
| TOTAL, | | | \$2,493,710 25 |
| CAPITAL STOCK. | | | |
| Capital stock authorized by law, | \$1,958,400 | 00 | |
| Capital stock authorized by votes of company, | 1,958,400 | 00 | |
| Capital stock issued and outstanding, | | | \$1,958,400 00 |
| Number of shares issued and outstanding, | 19,584 | | |
| Number of stockholders, | 486 | | |
| Number of stockholders in Massachusetts, | 424 | | |
| Amount of stock held in Massachusetts, | \$1,822,400 | 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|--|-------------------|-------------------|---------------------|--------------------------------|
| | Per Cent. | | | |
| Four 15-year 4 per cent bonds of \$25,000 each, redeemable in 5 years from April 1, 1900, at the option of the company, dated April 1, 1895, . . . | 4 | April 1, 1910, | \$100,000 00 | \$4,000 00 |

SINKING AND OTHER SPECIAL FUNDS.

| | |
|---|---------------|
| Additions during the year to bond redemption fund, . . . | \$100,000 00 |
| TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1901, | \$100,000 00- |

VOLUME OF TRAFFIC, ETC.

| | |
|--|------------|
| Number of passengers paying revenue carried during the year, | 15,165,443 |
| Number carried per mile of main railway track operated, | 220,868 |
| Number of car miles run, | 3,937,171 |
| Average number of persons employed, | 460 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|----------------------------------|------------------------------|------------------------|---------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | |
| Box passenger cars, | 93 | 93 | 93 | - |
| Open passenger cars, | 103 | 103 | - | - |
| TOTAL, | 196 | 196 | 93 | 478 |
| CARS — OTHER SERVICE. | | | | |
| Box freight cars, | 9 | - | - | - |
| Platform freight cars, | 2 | - | - | - |
| TOTAL, | 11 | - | - | - |
| Snow ploughs, | 16 | - | - | - |

MISCELLANEOUS EQUIPMENT.

| | |
|---|----|
| Highway vehicles: 2 buggies, 4 sleighs, 4 wagons, | 10 |
| Horses, | 8 |
| Harnesses (double, 4; single, 3), | 7 |
| Other items of equipment: 2 lathes, 1 wheel press, 1 drill press, 1 Field spool winder, 1 10 horse-power stationary motor, shafting, pulleys, belts, etc. | |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|---------------|
| Length of railway line, | 57.128 miles. |
| Length of second main track, | 11.535 " |
| Total length of main track, | 68.663 " |
| Length of sidings, switches, etc., | 4.969 " |
| Total, computed as single track, | 73.632 " |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|--------------|
| Length of railway line, | 2.699 miles. |
|-----------------------------------|--------------|

Names of the several cities and towns in which the railways operated by the company are located: Springfield, West Springfield, Chicopee, Long-meadow and Agawam.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|---|-------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of company's railway with railroads at grade (2 in number), viz.: | | |
| With New England Railroad at Boston Road, | 1 | 1 |
| With spur track of Chapman Valve Manufacturing Company at Indian Orchard, used once a day for freight only, | 1 | 1 |
| TOTAL NUMBER OF TRACKS AT CROSSINGS, | 2 | 2 |

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | 35 | - | 34 | - | 69 |
| Employees, | - | 9 | - | 1 | - | 10 |
| Other persons, | - | 10 | 1 | 9 | 1 | 19 |
| TOTALS, | - | 54 | 1 | 44 | 1 | 98 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

SPRINGFIELD STREET RAILWAY COMPANY,

SPRINGFIELD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John Olmsted, *President*, Springfield, Mass. Frederick Harris, *Treasurer*, Springfield, Mass. Jonathan Barnes, *Clerk of Corporation*, Springfield, Mass. Lucius E. Ladd, *Auditor*, Springfield, Mass. George W. Cook, *Superintendent*, Springfield, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John Olmsted, Springfield, Mass. George M. Atwater, Springfield, Mass. Frederick Harris, Springfield, Mass. Alonzo Willard Damon, Springfield, Mass. George W. Cook, Springfield, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JOHN OLMSTED,
A. W. DAMON,
FREDERICK HARRIS,
GEO. W. COOK,
Directors.
FREDERICK HARRIS,
Treasurer.
GEO. W. COOK,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, SS. OCT. 23, 1901. Then personally appeared the above-named John Olmsted, A. W. Damon, Frederick Harris and George W. Cook, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ROBERT C. COOLEY,
Justice of the Peace.

REPORT

OF THE

SPRINGFIELD & EASTERN STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

[Name changed from Palmer & Monson.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|-------------|
| Gross earnings from operation, | \$65,313 04 |
| Operating expenses, | 48,689 83 |
| NET EARNINGS FROM OPERATION, | \$16,623 21 |
| Miscellaneous income: Forest Lake Park, | 6,855 88 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$23,479 09 |
| Charges upon income accrued during the year: | |
| Interest and discount on unfunded debts and loans, | \$8,177 30 |
| Taxes, State and local, | 2,037 21 |
| Other deductions from income: | |
| Forest Lake Park expenses, | \$8,612 77 |
| Advertising, | 129 11 |
| | 8,741 88 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 18,956 39 |
| Surplus for the year ending September 30, 1901, | \$4,522 70 |
| Amount of surplus September 30, 1900, | 287 79 |
| Credits to profit and loss account during the year: cash rebate on insurance, | 85 75 |
| TOTAL SURPLUS SEPTEMBER 30, 1901, | \$4,896 24 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$64,952 29 |
| Receipts from carriage of mails, | 150 00 |
| Receipts from advertising in cars, | 210 75 |
| GROSS EARNINGS FROM OPERATION, | \$65,313 04 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks, | \$1,699 66 |
| General office expenses and supplies, | 1,338 51 |

General expenses — *Concluded.*

| | |
|---|--------------------|
| Legal expenses, | \$364 30 |
| Insurance, | 2,769 69 |
| Other general expenses: miscellaneous general expenses, . | 1,658 86 |
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | 2,070 35 |
| Repair of electric line construction, | 133 58 |
| Removal of snow and ice, | 615 91 |
| Repair of buildings, | 245 70 |
| Repair of power plant, | 326 62 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | 2,538 16 |
| Repair of electric equipment of cars, | 861 89 |
| Renewal of horses, harnesses, shoeing, etc., | 18 42 |
| Transportation expenses: | |
| Cost of electric motive power, | 16,547 10 |
| Wages and compensation of persons employed in conducting transportation, | 16,064 57 |
| Damages for injuries to persons and property, | 111 88 |
| Rentals of buildings and other property, | 320 00 |
| Other transportation expenses: miscellaneous car service supplies and expenses, | 1,004 63 |
| TOTAL OPERATING EXPENSES, | \$48,689 83 |

PROPERTY ACCOUNTS.

Additions to railway:

| | |
|---|--------------|
| Extension of tracks (length, 53,835 feet), . . | \$161,645 60 |
| New electric line construction (length, 53,835 feet), | 53,431 83 |
| Other additions to railway: engineering and legal expenses, | 13,510 24 |

TOTAL ADDITIONS TO RAILWAY, \$228,587 67

Additions to equipment:

| | |
|--|-------------|
| Additional cars (8 in number), | \$16,376 06 |
| Electric equipment of same, | 12,514 98 |
| Other additional rolling stock and vehicles, | 8,963 14 |

TOTAL ADDITIONS TO EQUIPMENT, 37,854 18

Additions to land and buildings:

| | |
|---|------------|
| Additional land necessary for operation of railway, | \$1,743 74 |
| New electric power stations, including machinery, etc., | 38,529 43 |
| Other new buildings necessary for operation of railway, | 7,731 39 |

TOTAL ADDITIONS TO LAND AND BUILDINGS, 48,004 56

Additions to other permanent property: Forest Lake Park, 3,717 61

TOTAL ADDITIONS TO PROPERTY ACCOUNTS, \$318,164 02

Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): cash put into treasury of company, November, 1900, as per affidavit on file, to make up impairment of capital as directed by Railroad Commissioners,

4,000 00

NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, \$314,164 02

GENERAL BALANCE SHEET SEPTEMBER 30, 1901.

| ASSETS. | | DR. | |
|---|-----------|-----|--------------|
| Cost of railway: | | | |
| Roadbed and tracks, | \$350,976 | 35 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 124,011 | 68 | |
| Interest accrued during construction of rail- way, | 15,693 | 74 | |
| Engineering and other expenses incident to construction, | 11,316 | 83 | |
| TOTAL COST OF RAILWAY OWNED, | | | \$501,998 60 |
| Cost of equipment: | | | |
| Cars and other rolling stock and vehicles, | \$78,385 | 32 | |
| Electric equipment of same, | 12,514 | 98 | |
| TOTAL COST OF EQUIPMENT OWNED, | | | 90,900 30 |
| Cost of land and buildings: | | | |
| Land necessary for operation of railway, | \$6,799 | 48 | |
| Electric power stations, including equip- ment, | 69,573 | 22 | |
| Other buildings necessary for operation of railway, | 11,235 | 82 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | | 87,608 52 |
| Other permanent property: Forest Lake Park, | | | 22,854 61 |
| TOTAL PERMANENT INVESTMENTS, | | | \$703,362 03 |
| Cash and current assets: | | | |
| Cash, | \$1,622 | 32 | |
| Bills and accounts receivable, | 668 | 81 | |
| TOTAL CASH AND CURRENT ASSETS, | | | 2,291 13 |
| Miscellaneous assets: | | | |
| Materials and supplies, | \$1,309 | 19 | |
| Other assets and property: | | | |
| Insurance paid in advance, | 1,044 | 13 | |
| Personal property, | 1,243 | 92 | |
| TOTAL MISCELLANEOUS ASSETS, | | | 3,597 24 |
| TOTAL, | | | \$709,250 40 |
| LIABILITIES. | | CR. | |
| Capital stock, | | | \$195,000 00 |
| Current liabilities: | | | |
| Loans and notes payable, | \$461,631 | 42 | |
| Audited vouchers and accounts, | 47,722 | 74 | |
| TOTAL CURRENT LIABILITIES, | | | 509,354 16 |
| Profit and loss balance (surplus), | | | 4,896 24 |
| TOTAL, | | | \$709,250 40 |

| CAPITAL STOCK. | | |
|---|--------------|--------------|
| Capital stock authorized by law, | \$195,000 00 | |
| Capital stock authorized by votes of company, | 195,000 00 | |
| Capital stock issued and outstanding, | | \$195,000 00 |
| Number of shares issued and outstanding, | 1,950 | |
| Number of stockholders, | 89 | |
| Number of stockholders in Massachusetts, | 80 | |
| Amount of stock held in Massachusetts, | \$96,800 00 | |

| VOLUME OF TRAFFIC, ETC. | |
|--|-----------|
| Number of passengers paying revenue carried during the year, | 1,134,686 |
| Number carried per mile of main railway track operated, | 39,990 |
| Number of car miles run, | 388,877 |
| Average number of persons employed, | 47 |

| DESCRIPTION OF EQUIPMENT. | | | | | | |
|-----------------------------------|---------------------------------|---------------|----------------------------|---------------------------|------------------------------------|-------------------|
| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Not Equipped. | Total Pas- senger Cars. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
| CARS — PASSENGER SERVICE. | | | | | | |
| Box passenger cars, | 10 | - | 10 | 3 | 10 | - |
| Open passenger cars, | 18 | - | 18 | 5 | - | - |
| TOTAL, | 28 | - | 28 | 8 | 10 | 68 |
| CARS — OTHER SERVICE. | | | | | | |
| Work cars, | - | 3 | - | - | - | - |
| Other cars (tower car), | 1 | - | - | - | - | 2 |
| TOTAL, | 1 | 3 | - | - | - | 2 |
| Snow ploughs, | 4 | - | - | - | - | 8 |

| MISCELLANEOUS EQUIPMENT. | |
|--|---|
| Highway vehicles : democrat wagon, | 1 |

| RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER). | |
|---|---------------|
| Length of railway line, | 28.374 miles. |
| Length of sidings, switches, etc., | 1.895 " |
| Total, computed as single track, | 30.269 " |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|--------------|
| Length of railway line, | 6.100 miles. |
|-----------------------------------|--------------|

Names of the several cities and towns in which the railways operated by the company are located: Palmer, Monson, Ware and Wilbraham.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|---|-------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of company's railway with railroads at grade (1 in number), viz.: With Ware River Branch, Boston & Albany Railroad, near Town House, | 1 | 1 |

Number of above crossings at which *frogs* are inserted in the tracks, 1

GENERAL REMARKS AND EXPLANATIONS.

Extension from Palmer to Ludlow, 8 871 miles, was started September 17, 1901.

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | 9 | 1 | 11 | 1 | 20 |
| Employees, | - | 1 | 1 | - | 1 | 1 |
| Other persons, | - | - | - | 6 | - | 6 |
| TOTALS, | - | 10 | 2 | 17 | 2 | 27 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

SPRINGFIELD & EASTERN STREET RAILWAY COMPANY,

PALMER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Charles F. Grosvenor, *President*, Palmer, Mass. Eldridge G. Hastings, *Vice-President*, Palmer, Mass. Arthur J. Purinton, *Treasurer and General Manager*, Palmer, Mass. Andrew Pinney, *Clerk of Corporation*, Palmer, Mass. Thomas W. Kenefick, *General Counsel*, Palmer, Mass. Frank S. Hunnewell, *Superintendent*, Palmer, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Charles F. Grosvenor, Palmer, Mass. Eldridge G. Hastings, Palmer, Mass. Andrew Pinney, Palmer, Mass. George C. Flynt, Monson, Mass. Hiram E. W. Clark, Thorndike, Mass. Elmer G. Childs, Bondsville, Mass. Henry M. Clark, Ware, Mass. Allan W. Paige, Bridgeport, Conn. Fred T. Ley, Springfield, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

CHAS. F. GROSVENOR,
E. G. HASTINGS,
A. PINNEY,
H. E. W. CLARK,
GEO. C. FLYNT,
FRED T. LEY,
A. W. PAIGE,
E. G. CHILDS,

Directors.

A. J. PURINTON,
Treasurer and General Manager.

STATE OF CONNECTICUT.

FAIRFIELD, SS. BRIDGEPORT, Oct. 29, 1901. Then personally appeared the above-named A. W. Paige, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

CARRIE B. WILSON,

Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, SS. SPRINGFIELD, Oct. 30, 1901. Then personally appeared the above-named Fred T. Ley, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

JAS. T. ABBY,

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, SS. NOV. 1, 1901. Then personally appeared the above-named Charles F. Grosvenor, E. G. Hastings, A. Pinney, H. E. W. Clark, George C. Flynt, E. G. Childs and A. J. Purinton, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

THOMAS W. KENEFICK,

Justice of the Peace.

REPORT

OF THE

STOUGHTON & RANDOLPH STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

[Railway in the hands of a receiver and under construction.]

BOSTON, MASS., Dec. 7, 1901.

GENTLEMEN:— Understanding that the officers of the Stoughton & Randolph Street Railroad Company of which company I was appointed receiver on August 26, 1901, have not filed their annual report with you as of September 30, of that year, I respectfully state that it appears from their books that the capital stock of that date was \$80,000 and their current liabilities about \$190,000, a total of \$270,000, with the number of miles of road owned about 8.06. There is no mortgage indebtedness.

I regret that I am unable to give you more detailed information, but the fact that the company kept no proper books of account renders it impossible for me to give you such information as you require from street railway companies.

Yours very respectfully,

WILLIAM ODLIN,

*Receiver.**To the Board of Railroad Commissioners,**20 Beacon Street, Boston, Mass.*

REPORT

OF THE

TAUNTON STREET RAILWAY COMPANY

FOR THE PERIOD ENDING OCTOBER 12, 1900.

[Consolidated with Globe Street Railway October 12, 1900.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|-------------|
| Gross earnings from operation, | \$4,321 33 |
| Operating expenses, | 2,453 71 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$1,867 62 |
| Charges upon income accrued during the year : | |
| Interest on funded debt, | \$972 22 |
| Interest and discount on unfunded debts and loans, | 264 58 |
| Taxes, State and local, | 129 49 |
| Other deductions from income : maintenance Sabbatia Park, | 16 13 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 1,382 42 |
| Surplus for the period ending October 12, 1900, | \$485 20 |
| Amount of surplus September 30, 1900, | 30,346 20 |
| TOTAL SURPLUS OCTOBER 12, 1900, | \$30,831 40 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$4,143 91 |
| Receipts from tolls for use of tracks by other companies, | 145 42 |
| Receipts from advertising in cars, | 32 00 |
| GROSS EARNINGS FROM OPERATION, | \$4,321 33 |
| EXPENSES OF OPERATION. | |
| General expenses : | |
| Salaries of general officers and clerks, | \$68 25 |
| General office expenses and supplies, | 7 40 |
| Insurance, | 301 90 |
| Other general expenses : store-room expenses, \$0.50 ; miscellaneous general expenses, \$65.50 ; internal revenue, \$332, | 398 00 |

| | |
|--|-------------------|
| Maintenance of roadway and buildings : | |
| Repair of roadbed and track, | \$147 40 |
| Repair of electric line construction, | 52 50 |
| Maintenance of equipment : | |
| Repair of cars and other vehicles, | 190 50 |
| Repair of electric equipment of cars, | 61 66 |
| Renewal of horses, harnesses, shoeing, etc., | 1 25 |
| Transportation expenses : | |
| Cost of electric motive power, \$831.23; less power sold, \$547.32; net, | 283 91 |
| Wages and compensation of persons employed in conduct- ing transportation, | 896 10 |
| Rentals of buildings and other property, | 21 |
| Other transportation expenses : car service supplies, \$8.17; miscellaneous car service expenses, \$18.61; cleaning and oiling track, \$17.85, | 44 63 |
| TOTAL OPERATING EXPENSES, | \$2,453 71 |

GENERAL BALANCE SHEET OCTOBER 12, 1900.

| ASSETS. | | DR. |
|---|--------------|-----------------------|
| Cost of railway : | | |
| Roadbed and tracks, | \$781,293 50 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 180,379 97 | |
| TOTAL COST OF RAILWAY OWNED, | | \$961,673 47 |
| Cost of equipment : | | |
| Cars and other rolling stock and vehicles, | \$112,672 22 | |
| Electric equipment of same, | 59,594 67 | |
| Horses, | 113 45 | |
| Other items of equipment : office furniture, \$1,022.47; telephone lines, \$794.21; sundries, \$4,436.12, | 6,252 80 | |
| TOTAL COST OF EQUIPMENT OWNED, | | 178,633 14 |
| Cost of land and buildings : electric power stations, including equipment, | | 266,357 41 |
| Other permanent property : Sabbatia Park, | | 60,710 49 |
| TOTAL PERMANENT INVESTMENTS, | | \$1,467,374 51 |
| Cash and current assets : | | |
| Cash, | \$1,202 88 | |
| Bills and accounts receivable, | 6,614 68 | |
| Other cash and current assets : | | |
| Prepaid insurance, | 3,311 36 | |
| Prepaid interest, \$297.03 : prepaid taxes, \$1,035.93, | 1,332 96 | |
| TOTAL CASH AND CURRENT ASSETS, | | 12,461 88 |
| Miscellaneous assets : materials and supplies, | | 7,421 32 |
| TOTAL, | | \$1,487,257 71 |
| LIABILITIES. | | CR. |
| Capital stock, | | \$525,000 00 |
| Funded debt, | | 700,000 00 |

| | | |
|---|--------------|-----------------------|
| Current liabilities : | | |
| Loans and notes payable, | \$195,000 00 | |
| Audited vouchers and accounts, | 6,937 89 | |
| Miscellaneous current liabilities : | | |
| Tickets outstanding, | 186 16 | |
| Conductors' deposits, | 69 00 | |
| TOTAL CURRENT LIABILITIES, | | \$202,193 05 |
| Accrued liabilities : | | |
| Interest accrued and not yet due, | \$6,805 58 | |
| Taxes accrued and not yet due, | 2,427 68 | |
| TOTAL ACCRUED LIABILITIES, | | 9,233 26 |
| Sinking and other special funds : | | |
| Renewal fund, | \$15,000 00 | |
| Winter expense fund, | 5,000 00 | |
| TOTAL SINKING AND OTHER SPECIAL FUNDS, | | 20,000 00 |
| Profit and loss balance (surplus), | | 30,831 40 |
| TOTAL, | | \$1,487,257 71 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$525,000 00 | |
| Capital stock authorized by votes of company, | 525,000 00 | |
| Capital stock issued and outstanding, | | \$525,000 00 |
| Number of shares issued and outstanding, | 5,250 | |
| Number of stockholders, | 20 | |
| Number of stockholders in Massachusetts, | 19 | |
| Amount of stock held in Massachusetts, | \$522,600 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|---|-------------------|-------------------|---------------------|--------------------------------|
| | Per Cent. | | | |
| First mortgage bonds, | 5 | Jan. 1, 1914, | \$350,000 00 | \$486 12 |
| Debenture bonds, | 5 | March 1, 1914, | 200,000 00 | 277 77 |
| First mortgage bonds (issued by Providence & Taunton Street Railway Company), | 5 | Sept. 1, 1918, | 150,000 00 | 208 33 |
| TOTALS, | | | \$700,000 00 | \$972 22 |

SINKING AND OTHER SPECIAL FUNDS.

| | |
|--|--------------------|
| Amount September 30, 1900, of renewal fund, | \$15,000 00 |
| Amount September 30, 1900, of winter expense fund, | 5,000 00 |
| TOTAL, SEPTEMBER 30, 1900, | \$20,000 00 |
| TOTAL SINKING AND OTHER SPECIAL FUNDS OCTOBER 12, 1900, | \$20,000 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|--------|
| Number of passengers paying revenue carried during the year, | 83,239 |
| Number carried per mile of main railway track operated, . | 2,701 |
| Number of car miles run, | 15,005 |
| Average number of persons employed, | 100 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Not Equipped. | Total Passen- ger Cars. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|-----------------------------------|---------------------------------|---------------|----------------------------|---------------------------|------------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | | | |
| Box passenger cars, | 20 | 4 | 24 | 20 | 20 | - |
| Open passenger cars, | 30 | - | 30 | 30 | - | - |
| TOTAL, | 50 | 4 | 54 | 50 | 20 | 97 |
| CARS — OTHER SERVICE. | | | | | | |
| Platform freight cars, | - | - | 3 | - | - | - |
| Work cars, | 1 | - | 1 | 1 | - | - |
| Other cars (coal cars), | 1 | - | 1 | 1 | - | - |
| TOTAL, | 2 | - | 5 | 2 | - | - |
| Snow ploughs, | 6 | - | - | - | - | - |

MISCELLANEOUS EQUIPMENT.

| | |
|--|---|
| Carts and snow sleds, | 2 |
| Other railway rolling stock: 1 leveller, | 1 |
| Other highway vehicles: | |
| Tower wagon, | 1 |
| Carriage, | 1 |
| Horses, | 1 |
| Harnesses (single), | 2 |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| RAILWAY OWNED, ETC. | Owned. | Trackage over Other Railways. | Total Owned, etc. |
|--|------------------|-------------------------------------|-------------------------|
| Length of railway line, | Miles. 27.283 | Miles. .414 | Miles. 27.697 |
| Length of second main track, | 3.122 | - | 3.122 |
| TOTAL LENGTH OF MAIN TRACK, | 30.405 | .414 | 30.819 |
| Length of sidings, switches, etc., | 1.794 | - | 1.794 |
| TOTAL, COMPUTED AS SINGLE TRACK, | 32.199 | .414 | 32.613 |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|--------------|
| Length of railway line, | 2.352 miles. |
|-----------------------------------|--------------|

Names of the several cities and towns in which the railways operated by the company are located : Taunton, Dighton, Rehoboth and Seekonk.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|--|-------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of company's railway with railroads at grade (5 in number), viz. : | | |
| With New York, New Haven & Hartford Railroad, in Taunton : — | | |
| At Oak Street, | 4 | 1 |
| At Warren Street, | 2 | 1 |
| At Winthrop Street, | 2 | 1 |
| At Whittenton Street, | 2 | 1 |
| At Weir Street (2 crossings), | 4 | 1 |
| TOTAL NUMBER OF TRACKS AT CROSSINGS, | 14 | 5 |

Number of above crossings at which *frogs* are inserted in the tracks, . 5

CORPORATE NAME AND ADDRESS OF THE COMPANY.

TAUNTON STREET RAILWAY COMPANY,

14 CITY SQUARE, TAUNTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Frederick S. Hall, *President and General Counsel*, Taunton, Mass. Robert S. Goff, *Vice-President*, Fall River, Mass. Teresa V. Creed, *Treasurer*, Taunton, Mass. Herbert H. Read, *Clerk of Corporation*, Fall River, Mass. George F. Seibel, *Superintendent*, Taunton, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Frederick S. Hall, Taunton, Mass. Patrick F. Sullivan, Lowell, Mass. Robert S. Goff, Fall River, Mass. William E. Dunbar, Taunton, Mass. James T. Claffy, Taunton, Mass. Edwin A. Tetlow, Taunton, Mass. George N. Elmes, Taunton, Mass. John N. Beckley, Rochester, N. Y. Herbert H. Read, Fall River, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

FREDERICK S. HALL,
ROBERT S. GOFF,
HERBERT H. READ,
WILLIAM E. DUNBAR,
GEO. N. ELMES,
EDWIN A. TETLOW,
JAMES T. CLAFFY,
P. F. SULLIVAN,
Directors.
TERESA V. CREED,
Treasurer.
GEORGE F. SEIBEL,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, SS. TAUNTON, NOV. 2, 1901. Then personally appeared the above-named Frederick S. Hall, Robert S. Goff, Herbert H. Read, William E. Dunbar, George N. Elmes, Edwin A. Tetlow, James T. Claffy and George F. Seibel, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

HOWARD L. PHILLIPS,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, NOV. 5, 1901. Then personally appeared the above-named P. F. Sullivan and Teresa V. Creed, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

D. DANA BARTLETT,
Notary Public.

REPORT

OF THE

TEMPLETON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

[Operations from July 1, 1901.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|-------------|
| Gross earnings from operation (July 1 to September 30, 1901), | \$14,875 29 |
| Operating expenses, | 10,962 92 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$3,912 37 |
| Charges upon income accrued during the year: | |
| Interest and discount on unfunded debts and loans, | \$333 34 |
| Rentals of leased railways, | 1,200 00 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 1,533 34 |
| Surplus for the year ending September 30, 1901, | \$2,379 03 |
| Debits to profit and loss account during the year: deficiency in operation to June 30, 1901, | 8,441 01 |
| TOTAL DEFICIT SEPTEMBER 30, 1901, | \$6,061 98 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$14,531 11 |
| Receipts from carriage of mails, | 62 50 |
| Receipts from carriage of express and parcels, | 129 35 |
| Receipts from carriage of freight, | 129 07 |
| Receipts from advertising in cars, | 23 26 |
| GROSS EARNINGS FROM OPERATION, | \$14,875 29 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks, | \$600 00 |
| General office expenses and supplies, | 170 91 |
| Other general expenses, | 397 86 |
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | 1,331 55 |
| Repair of electric line construction, | 22 10 |
| Repair of buildings, | 55 61 |

| | |
|--|--------------------|
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | \$1,604 42 |
| Repair of electric equipment of cars, | 121 17 |
| Transportation expenses: | |
| Cost of electric motive power, | 2,852 66 |
| Wages and compensation of persons employed in conducting transportation, | 3,572 74 |
| Other transportation expenses, | 233 90 |
| TOTAL OPERATING EXPENSES, | \$10,962 92 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1901.

| ASSETS. | Dr. |
|---|---------------------|
| Cost of railway: roadbed and tracks, | \$240,976 25 |
| Cash and current assets: cash, | 2,468 50 |
| Profit and loss balance (deficit), | 6,061 98 |
| TOTAL, | \$249,506 73 |
| LIABILITIES. | Cr. |
| Capital stock, | \$50,000 00 |
| Current liabilities: loans and notes payable, | 199,506 73 |
| TOTAL, | \$249,506 73 |

CAPITAL STOCK.

| | | |
|---|-------------|-------------|
| Capital stock authorized by law, | \$50,000 00 | |
| Capital stock authorized by votes of company, | 50,000 00 | |
| Capital stock issued and outstanding, | | \$50,000 00 |
| Number of shares issued and outstanding, | 500 | |
| Number of stockholders, | 80 | |
| Number of stockholders in Massachusetts, | 80 | |
| Amount of stock held in Massachusetts, | \$50,000 00 | |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|--------------------------------|------------------------------|------------------------|---------------------------------|-------------------|
| CARS—PASSENGER SERVICE. | | | | |
| Box passenger cars, | 7 | 7 | 7 | - |
| Open passenger cars, | 6 | 6 | - | - |
| TOTAL, | 13 | 13 | 7 | 26 |
| CARS—OTHER SERVICE. | | | | |
| Box freight cars, | 1 | 1 | - | - |
| Snow ploughs, | 2 | - | - | - |

RAILWAY OWNED, LEASED AND OPERATED (BY ELECTRIC POWER).

| RAILWAY OWNED, ETC. | Owned. | Held under Lease or Contract. | Total Owned, etc. |
|-----------------------------------|--------|-------------------------------------|-------------------------|
| | Miles. | Miles. | Miles. |
| Length of railway line, | 10.563 | 7.310 | 17.873 |

Names of the several cities and towns in which the railways operated by the company are located: Gardner and Templeton.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|---|----------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of company's railway with railroads at grade (1 in number), viz.: | | |
| With Boston & Albany Railroad, Templeton, | 1 | 1 |

GENERAL REMARKS AND EXPLANATIONS.

Road in construction to June 30, 1901; deficit incurred to that time was made in part of road in operation between Gardner and Templeton. Accounts to September 1, 1901, unintelligible; from December 1, 1900, to June 30, 1901, simple cash account kept.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

TEMPLETON STREET RAILWAY COMPANY,

EAST TEMPLETON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Percival Blodgett, *President and General Manager*, East Templeton, Mass.
M. A. McElroy, *Treasurer*, 246 Washington Street, Boston, Mass. B. W. Skinner, *Clerk of Corporation*, East Templeton, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Percival Blodgett, Templeton, Mass. Gilman Waite, Templeton, Mass.
Frederick Greenwood, Templeton, Mass. B. W. Skinner, Melrose, Mass.
F. G. Roberts, Cambridge, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

PERCIVAL BLODGETT,
FREDERICK G. ROBERTS,
B. W. SKINNER,
M. A. McELROY,
Directors.
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 16, 1901. Then personally appeared the above-named Percival Blodgett, Frederick G. Roberts, B. W. Skinner and M. A. McElroy, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHAS. H. ADAMS,
Justice of the Peace.

REPORT

OF THE

UNION STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|--------------|
| Gross earnings from operation, | \$272,894 98 |
| Operating expenses, | 170,867 05 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$102,527 93 |
| Charges upon income accrued during the year : | |
| Interest on funded debt, | \$20,000 00 |
| Interest and discount on unfunded debts and loans, | 3,094 10 |
| Taxes, State and local, | \$10,541 26 |
| Taxes, commutation, | 5,615 62 |
| | 16,156 88 |
| Other deductions from income: temporary bridge construction, | 5,752 15 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . . | 45,003 13 |
| NET DIVISIBLE INCOME, | \$57,524 80 |
| Dividends declared (8 per cent), | 48,000 00 |
| Surplus for the year ending September 30, 1901, | \$9,524 80 |
| Amount of surplus September 30, 1900, | 52,236 73 |
| | \$61,761 53 |
| Debits to profit and loss account during the year : | |
| Power station, | \$8,053 55 |
| Power station equipment, | 3,707 98 |
| TOTAL DEBITS, | 11,761 53 |
| TOTAL SURPLUS SEPTEMBER 30, 1901, | \$50,000 00 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$248,355 74 |
| Receipts from carriage of mails, | 250 00 |
| Receipts from tolls for use of tracks by other companies, . . | 22,633 27 |
| Receipts from rentals of buildings and other property, . . . | 484 00 |
| Receipts from advertising in cars, | 914 98 |
| Receipts from interest on sinking fund, | 171 73 |

Other earnings from operation :

| | |
|-----------------------------------|---------|
| Miscellaneous receipts, | \$68 80 |
| Sale of manure, | 16 46 |

| | |
|--|--------------|
| GROSS EARNINGS FROM OPERATION, | \$272,894 98 |
|--|--------------|

EXPENSES OF OPERATION.

General expenses :

| | |
|--|------------|
| Salaries of general officers and clerks, | \$6,761 05 |
| General office expenses and supplies, | 443 72 |
| Legal expenses, | 113 34 |
| Insurance, | 14,646 97 |
| Other general expenses, | 1,002 21 |

Maintenance of roadway and buildings :

| | |
|---|----------|
| Repair of roadbed and track, | 7,600 80 |
| Repair of electric line construction, | 3,422 25 |
| Removal of snow and ice, | 56 84 |
| Repair of buildings, | 3,156 34 |

Maintenance of equipment :

| | |
|--|-----------|
| Repair of cars and other vehicles, | 14,254 12 |
| Repair of electric equipment of cars, | 5,991 61 |
| Renewal of horses, harnesses, shoeing, etc., | 250 80 |
| Provender and stabling for horses, | 701 32 |

Transportation expenses :

| | |
|--|-----------|
| Cost of electric motive power, | 26,528 77 |
| Wages and compensation of persons employed in conducting transportation, | 73,052 05 |
| Damages for injuries to persons and property, | 7,039 33 |
| Tolls for trackage over other railways, | 706 07 |
| Other transportation expenses, | 4,639 46 |

| | |
|-------------------------------------|--------------|
| TOTAL OPERATING EXPENSES, | \$170,367 05 |
|-------------------------------------|--------------|

PROPERTY ACCOUNTS.

Additions to railway :

| | |
|---|-------------|
| Extension of tracks (length, 22,141.9 feet), | \$75,868 93 |
| New electric line construction (length, 22,141.9 feet), | 34,848 88 |

| | |
|---------------------------------------|--------------|
| TOTAL ADDITIONS TO RAILWAY, | \$110,717 81 |
|---------------------------------------|--------------|

Additions to equipment :

| | |
|--|----------|
| Electric equipment of cars, | 4,416 25 |
| Other additional rolling stock and vehicles, | 1,056 60 |
| Other additions to equipment : | |
| Shop tools and machinery, | 5,512 97 |
| Horse, | 125 00 |

| | |
|---|-----------|
| TOTAL ADDITIONS TO EQUIPMENT, | 11,110 82 |
|---|-----------|

Additions to land and buildings :

| | |
|---|------------|
| Additional land necessary for operation of railway, | \$2,702 20 |
| New electric power stations, including machinery, etc., | 144,564 82 |

| | |
|--|------------|
| TOTAL ADDITIONS TO LAND AND BUILDINGS, | 147,267 02 |
|--|------------|

| | |
|--|-------|
| Additions to other permanent property: New Bedford and Fairhaven construction, | 63 81 |
|--|-------|

| | |
|---|--------------|
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$269,159 46 |
|---|--------------|

| | |
|--|---------------------|
| Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): | |
| Sale of car, | \$350 00 |
| Sale of equipment, | 760 00 |
| Depreciation of power station, | 8,053 55 |
| Depreciation of power station equipment, | 3,707 98 |
| TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, . . . | \$12,871 53 |
| NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, | \$256,287 93 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1901.

| ASSETS. | | DR. |
|--|--------------|-----------------------|
| Cost of railway: | | |
| Roadbed and tracks, | \$560,192 14 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 116,604 77 | |
| TOTAL COST OF RAILWAY OWNED, | | \$676,796 91 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, | \$101,483 75 | |
| Electric equipment of same, | 75,892 39 | |
| Horses, | 190 70 | |
| Other items of equipment, | 9,143 12 | |
| TOTAL COST OF EQUIPMENT OWNED, | | 186,709 96 |
| Cost of land and buildings: | | |
| Land necessary for operation of railway, | \$58,072 68 | |
| Electric power stations, including equipment, | 198,406 84 | |
| Other buildings necessary for operation of railway, | 96,369 49 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | 352,849 01 |
| Other permanent property (New Bedford and Fairhaven Bridge): | | |
| Roadbed and tracks, | \$31,350 28 | |
| Electric line construction, | 8,578 84 | |
| TOTAL COST OF OTHER PERMANENT PROPERTY OWNED, | | 39,929 12 |
| TOTAL PERMANENT INVESTMENTS, | | \$1,256,285 00 |
| Cash and current assets: | | |
| Cash, | \$6,982 29 | |
| Bills and accounts receivable, | 1,425 11 | |
| Sinking and other special funds, | 4,252 68 | |
| Other cash and current assets: prepaid insurance, | 2,583 32 | |
| TOTAL CASH AND CURRENT ASSETS, | | 15,243 40 |
| Miscellaneous assets: materials and supplies, | | 15,894 11 |
| TOTAL, | | \$1,287,422 51 |

| LIABILITIES. | | Cr. |
|--|--------------|----------------|
| Capital stock, | | \$600,000 00 |
| Funded debt, | | 400,000 00 |
| Current liabilities: | | |
| Loans and notes payable, | \$161,546 96 | |
| Audited vouchers and accounts, | 63,374 47 | |
| Miscellaneous current liabilities: unredeemed tickets, | 885 46 | |
| TOTAL CURRENT LIABILITIES, | | 225,806 89 |
| Accrued liabilities: taxes accrued and not yet due, | | 5,615 62 |
| Sinking and other special funds: car renewal fund, | | 6,000 00 |
| Profit and loss balance (surplus), | | 50,000 00 |
| TOTAL, | | \$1,287,422 51 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$600,000 00 | |
| Capital stock authorized by votes of company, | 600,000 00 | |
| Capital stock issued and outstanding, | | \$600,000 00 |
| Number of shares issued and outstanding, | 6,000 | |
| Number of stockholders, | 119 | |
| Number of stockholders in Massachusetts, | 108 | |
| Amount of stock held in Massachusetts, | \$344,100 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|--|-------------------|-------------------|---------------------|--------------------------------|
| | Per Cent. | | | |
| Consolidated mortgage twenty-year 5 per cent gold bonds (may be registered), | 5 | Jan. 2, 1914, | \$400,000 00 | \$20,000 00 |

SINKING AND OTHER SPECIAL FUNDS.

| | |
|---|-------------|
| Amount September 30, 1900, of redemption of bonds sinking fund, | \$4,080 95 |
| Amount September 30, 1900, of car renewal fund, | 6,000 00 |
| TOTAL, SEPTEMBER 30, 1900, | \$10,080 95 |
| Additions during the year to redemption of bonds sinking fund, | 171 73 |
| TOTAL SINKING AND OTHER SPECIAL FUNDS, SEPTEMBER 30, 1901, | \$10,252 68 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|-----------|
| Number of passengers paying revenue carried during the year, | 5,070,707 |
| Number carried per mile of main railway track operated, | 186,918 |
| Number of car miles run, | 1,147,002 |
| Average number of persons employed, | 180 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Not equipped. | Total Pas- senger Cars. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of motors. |
|--------------------------------|---------------------------------|---------------|----------------------------|---------------------------|------------------------------------|-------------------|
| CARS—PASSENGER SERVICE. | | | | | | |
| Box passenger cars, | 39 | 1 | 40 | 39 | 39 | - |
| Open passenger cars, | 48 | 2 | 50 | 48 | - | - |
| TOTAL, | 87 | 3 | 90 | 87 | 39 | 130 |
| CARS—OTHER SERVICE. | | | | | | |
| Work cars, | 1 | - | - | - | - | - |
| Snow ploughs, | 6 | 1 | - | - | - | - |

MISCELLANEOUS EQUIPMENT.

| | |
|--|----|
| Railway rolling stock: 1 sweeper, 3 sand cars, | 4 |
| Highway vehicles: 1 low gear, 2 road machines, 1 democrat wagon, 1 sleigh, 2 express wagons, 2 tower wagons, 1 open buggy, | 10 |
| Horses, | 4 |
| Harnesses (double, 5; single, 5), | 10 |
| Other items of equipment: track and station tools and machinery. | |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| RAILWAY OWNED, ETC. | Owned. | Trackage over Other Railways. | Total Owned, etc. |
|--|------------------|-------------------------------------|-------------------------|
| Length of railway line, | Miles. 24.172 | Miles. .167 | Miles. 24.339 |
| Length of second main track, | 2.789 | - | 2.789 |
| TOTAL LENGTH OF MAIN TRACK, | 26.961 | .167 | 27.128 |
| Length of sidings, switches, etc., | 2.914 | .026 | 2.940 |
| TOTAL, COMPUTED AS SINGLE TRACK, | 29.875 | .193 | 30.068 |

Names of the several cities and towns in which the railways operated by the company are located: New Bedford, Fairhaven and Dartmouth.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|---|----------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of company's railway with railroads at grade (3 in number), viz.: | | |
| With New York, New Haven & Hartford Railroad, Eastern District, as follows: | | |
| At Weld Street, New Bedford, Taunton Division, | 3 | 1 |
| At entrance to New Bedford & Fairhaven Bridge, New Bedford, Taunton Division, | 2 | 1 |
| At Main Street, Fairhaven, Cape Cod Division, | 3 | 1 |
| TOTAL NUMBER OF TRACKS AT CROSSINGS, | 8 | 3 |

Number of above crossings at which *frogs* are inserted in the tracks, . . . 3

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BE- YOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | 3 | - | 7 | - | 10 |
| Employees, | - | 1 | - | - | - | 1 |
| Other persons, | - | 1 | - | 8 | - | 9 |
| TOTALS, | - | 5 | - | 15 | - | 20 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

UNION STREET RAILWAY COMPANY,

7 PURCHASE STREET, NEW BEDFORD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Henry H. Crapo, *President and Treasurer*, New Bedford, Mass. Thomas B. Tripp, *Vice-President*, New Bedford, Mass. Clarence A. Cook, *Clerk of Corporation*, New Bedford, Mass. Walter Clifford, *General Counsel*, New Bedford, Mass. John F. Swift, *Auditor*, New Bedford, Mass. Edward E. Potter, *Superintendent*, New Bedford, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Henry H. Crapo, New Bedford, Mass. Thomas B. Tripp, New Bedford, Mass. Clarence A. Cook, New Bedford, Mass. Walter P. Winsor, New Bedford, Mass. Edward S. Brown, New Bedford, Mass. Lot B. Bates, New Bedford, Mass. Chas. H. Lawton, New Bedford, Mass. Oliver Prescott, Jr., Dartmouth, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

HENRY H. CRAPO,
THOMAS B. TRIPP,
CLARENCE A. COOK,
OLIVER PRESCOTT, JR.
E. S. BROWN,
LOT B. BATES,

Directors.

HENRY H. CRAPO,

Treasurer.

EDWARD E. POTTER,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. Nov. 6, 1901. Then personally appeared the above-named Henry H. Crapo, Thomas B. Tripp, Clarence A. Cook, Oliver Prescott, Jr., E. S. Brown, Lot B. Bates, and Edward E. Potter, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ISAAC W. PHELPS,

Justice of the Peace.

REPORT

OF THE

UXBRIDGE & BLACKSTONE STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

[Railway under construction.]

GENERAL BALANCE SHEET SEPTEMBER 30, 1901.

| ASSETS. | | Dr. | |
|---|-------------|-----|-------------|
| Cost of railway: | | | |
| Roadbed and tracks, | \$8,000 00 | | |
| Engineering and other expenses incident to construction, | 716 62 | | |
| | | | |
| TOTAL COST OF RAILWAY OWNED, | | | \$8,716 62 |
| Cost of land and buildings: land necessary for operation of railway, | | | 3,295 00 |
| | | | |
| TOTAL PERMANENT INVESTMENTS, | | | \$12,011 62 |
| Cash and current assets: | | | |
| Cash, | \$15,388 38 | | |
| Other cash and current assets: real estate mortgages (purchase necessary to acquire title), | 2,050 00 | | |
| | | | |
| TOTAL CASH AND CURRENT ASSETS, | | | 17,438 38 |
| | | | |
| TOTAL, | | | \$29,450 00 |
| | | | |
| LIABILITIES. | | Cr. | |
| Capital stock, | | | \$29,450 00 |
| | | | |
| TOTAL, | | | \$29,450 00 |
| | | | |
| CAPITAL STOCK. | | | |
| Capital stock authorized by law, | \$80,000 00 | | |
| Amount paid in on 800 shares not yet issued, | | | \$29,450 00 |
| Number of stockholders, | 28 | | |
| Number of stockholders in Massachusetts, | 28 | | |
| Amount of stock held in Massachusetts, | \$29,450 00 | | |

Names of the several cities and towns in which the railway owned by the company is located: Linwood, Uxbridge and Millville.

GENERAL REMARKS AND EXPLANATIONS.

Construction work has been but fairly begun. No stock has been issued.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

UXBRIDGE & BLACKSTONE STREET RAILWAY COMPANY,
832 STATE MUTUAL BUILDING, WORCESTER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Theodore S. Johnson, *President*, Worcester, Mass. Elijah B. Stoddard, *Vice-President*, Worcester, Mass. Frank H. Viele, *Treasurer and Clerk of Corporation*, Worcester, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Theodore S. Johnson, Worcester, Mass. Elijah B. Stoddard, Worcester, Mass. Otis E. Putnam, Worcester, Mass. Horace Wyman, Worcester, Mass. Frank H. Viele, Worcester, Mass. John E. Sayles, Worcester, Mass. Isaac T. Holman, Worcester, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

THEODORE S. JOHNSON,
E. B. STODDARD,
OTIS E. PUTNAM,
FRANK H. VIELE,

FRANK H. VIELE, *Directors.*
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. WORCESTER, Nov. 26, 1901. Then personally appeared the above-named Theodore S. Johnson, E. B. Stoddard, Otis E. Putnam and Frank H. Viele, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHAS. R. JOHNSON,
Justice of the Peace.

REPORT

OF THE

WALTHAM STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

[Railway under construction.]

| GENERAL BALANCE SHEET SEPTEMBER 30, 1901. | | |
|---|--------------|--------------|
| ASSETS. | | Dr. |
| Cost of railway: | | |
| Roadbed and tracks, | \$93,144 81 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 25,206 30 | |
| Interest accrued during construction of railway, | 2,731 17 | |
| Engineering and other expenses incident to construction, | 22,620 87 | |
| TOTAL COST OF RAILWAY OWNED, | | \$143,703 15 |
| Cost of equipment: cars and other rolling stock and vehi- cles, | | 268 76 |
| TOTAL PERMANENT INVESTMENTS, | | \$143,971 91 |
| Cash and current assets: | | |
| Cash, | \$11,610 01 | |
| Bills and accounts receivable, | 10,000 00 | |
| TOTAL CASH AND CURRENT ASSETS, | | 21,610 01 |
| TOTAL, | | \$165,581 92 |
| LIABILITIES. | | Cr. |
| Capital stock (amount paid in), | | \$60,000 00 |
| Current liabilities: | | |
| Loans and notes payable, | \$100,000 00 | |
| Audited vouchers and accounts, | 5,581 92 | |
| TOTAL CURRENT LIABILITIES, | | 105,581 92 |
| TOTAL, | | \$165,581 92 |

| CAPITAL STOCK. | | |
|---|-------------|-------------|
| Capital stock authorized by law, | \$60,000 00 | \$60,000 00 |
| Capital stock authorized by votes of company, | 60,000 00 | |
| Amount paid in on 600 shares not yet issued, | | |
| Number of stockholders, | 23 | |
| Number of stockholders in Massachusetts, | 22 | |
| Amount of stock held in Massachusetts, | \$58,000 00 | |

| RAILWAY OWNED. | |
|-----------------------------------|--------------|
| Length of railway line, | 3.000 miles. |

Names of the several cities and towns in which the railway owned by the company is located: Waltham.

GENERAL REMARKS AND EXPLANATIONS.

The Waltham Street Railway is under construction and has about three miles of road fully constructed, with rails, wire, material, etc., bought for about 13 miles of road, which it is expected will be built and finished by early summer of 1902. The amount of road already constructed is within the city limits of Waltham.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WALTHAM STREET RAILWAY COMPANY,

919 BARRISTERS HALL, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Fred C. Hinds, *President*, 323 Exchange Building, Boston, Mass. Charles E. Dresser, *Treasurer*, 919 Barristers Hall, Boston, Mass. Henry S. Milton, *Clerk of Corporation*, 10 Tremont Street, Boston, Mass. Loyed E. Chamberlain, Brockton, Mass., and Storey, Thorndike & Palmer, Boston, Mass., *General Counsel*.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Fred C. Hinds, Newtonville, Mass. Chas. H. Wilson, Brookline, Mass. Lane B. Schofield, Newton, Mass. Bradshaw S. Tolman, Waltham, Mass. Henry S. Milton, Waltham, Mass. Chas. F. Avery, Newton, Mass. Harry L. Burrage, West Newton, Mass. Wm. S. Reed, Leominster, Mass. Chas. E. Dresser, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

FRED C. HINDS,
HENRY S. MILTON,
CHAS. E. DRESSER,
CHARLES H. WILSON,
HARRY L. BURRAGE,
CHARLES F. AVERY,
Directors.
CHAS. E. DRESSER,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 6, 1901. Then personally appeared the above-named Fred C. Hinds, Henry S. Milton, Chas. E. Dresser, Charles H. Wilson, Harry L. Burrage and Charles F. Avery, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ARTHUR W. CLAPP,
Justice of the Peace.

REPORT

OF THE

WARREN, BROOKFIELD & SPENCER STREET RAILWAY
COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|-------------|
| Gross earnings from operation, | \$61,263 77 |
| Operating expenses, | 39,294 15 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$21,969 62 |
| Charges upon income accrued during the year: | |
| Interest on funded debt, | \$6,250 00 |
| Interest and discount on unfunded debts and loans, | 4,249 27 |
| Taxes, State and local, | \$1,764 48 |
| Taxes, commutation, | 606 61 |
| | 2,371 09 |
| Payments to sinking and other special funds: | |
| sinking fund, | 2,000 00 |
| Other deductions from income: amusement, | 2,401 44 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 17,271 80 |
| NET DIVISIBLE INCOME, | \$4,697 82 |
| Dividends declared (2 per cent), | 3,000 00 |
| Surplus for the year ending September 30, 1901, | \$1,697 82 |
| Amount of surplus September 30, 1900, | 11,055 57 |
| TOTAL SURPLUS SEPTEMBER 30, 1901, | \$12,753 39 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$60,661 27 |
| Receipts from rentals of buildings and other property, | 427 50 |
| Receipts from advertising in cars, | 175 00 |
| GROSS EARNINGS FROM OPERATION, | \$61,263 77 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks, | \$2,805 95 |
| General office expenses and supplies, | 185 47 |
| Insurance, | 720 00 |
| Other general expenses: telephone, stationery, tickets, etc., | 505 20 |

| | |
|--|--------------------|
| Maintenance of roadway and buildings : | |
| Repair of roadbed and track, | \$2,450 70 |
| Repair of electric line construction, | 473 99 |
| Removal of snow and ice, | 833 57 |
| Repair of buildings, | 54 23 |
| Maintenance of equipment : | |
| Repair of cars and other vehicles, | 1,563 57 |
| Repair of electric equipment of cars, | 1,622 88 |
| Transportation expenses : | |
| Cost of electric motive power, | 11,461 66 |
| Wages and compensation of persons employed in conducting transportation, | 15,854 03 |
| Damages for injuries to persons and property, | 927 29 |
| Other transportation expenses : oil, waste, etc., | 335 61 |
| TOTAL OPERATING EXPENSES, | \$39,294 15 |

PROPERTY ACCOUNTS.

| | |
|---|-------------------|
| Additions to railway : | |
| Extension of tracks (length, 165 feet) and State highway construction, | \$2,018 95 |
| New electric line construction, | 17 10 |
| Other additions to railway : legal and engineering expenses, | 114 74 |
| TOTAL ADDITIONS TO RAILWAY, | \$2,150 79 |
| Additions to equipment : | |
| Electric equipment, | \$56 10 |
| Other additions to equipment, | 137 10 |
| TOTAL ADDITIONS TO EQUIPMENT, | 193 20 |
| Additions to land and buildings : additional equipment of power stations, | 393 06 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$2,737 05 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1901.

ASSETS.

Dr.

| | |
|---|---------------------|
| Cost of railway : | |
| Roadbed and tracks, | \$197,274 69 |
| Electric line construction, including poles, wiring, feeder lines, etc., | 46,735 88 |
| Engineering and other expenses incident to construction, | 5,997 17 |
| TOTAL COST OF RAILWAY OWNED, | \$250,007 74 |
| Cost of equipment : | |
| Cars and other rolling stock and vehicles, | \$19,912 29 |
| Electric equipment of same, | 14,795 20 |
| Other items of equipment : snow ploughs, fenders, trolley catchers, etc., | 4,749 42 |
| TOTAL COST OF EQUIPMENT OWNED, | 39,456 91 |

| | | | |
|---|--------------|-----|--------------|
| Cost of land and buildings: | | | |
| Land necessary for operation of railway, | \$2,729 55 | | |
| Electric power stations, including equipment, | 51,008 76 | | |
| Other buildings necessary for operation of railway, | 12,323 91 | | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | | \$66,062 22 |
| TOTAL PERMANENT INVESTMENTS, | | | \$355,526 87 |
| Cash and current assets: | | | |
| Cash, | \$1,175 97 | | |
| Bills and accounts receivable, | 1,088 50 | | |
| Sinking and other special funds, | 4,000 00 | | |
| Other cash and current assets: | | | |
| Prepaid interest, | 258 14 | | |
| Prepaid insurance, | 634 25 | | |
| TOTAL CASH AND CURRENT ASSETS, | | | 7,156 86 |
| Miscellaneous assets: materials and supplies, | | | 1,608 40 |
| TOTAL, | | | \$364,292 13 |
| LIABILITIES. | | Cr. | |
| Capital stock, | | | \$150,000 00 |
| Funded debt, | | | 125,000 00 |
| Current liabilities: | | | |
| Loans and notes payable, | \$67,000 00 | | |
| Audited vouchers and accounts, | 2,188 42 | | |
| TOTAL CURRENT LIABILITIES, | | | 69,188 42 |
| Accrued liabilities: | | | |
| Interest accrued and not yet due, | \$2,743 71 | | |
| Taxes accrued and not yet due, | 606 61 | | |
| TOTAL ACCRUED LIABILITIES, | | | 3,350 32 |
| Sinking funds, | | | 4,000 00 |
| Profit and loss balance (surplus), | | | 12,753 39 |
| TOTAL, | | | \$364,292 13 |
| CAPITAL STOCK. | | | |
| Capital stock authorized by law, | \$220,000 00 | | |
| Capital stock authorized by votes of company, | 220,000 00 | | |
| Capital stock issued and outstanding, | | | \$150,000 00 |
| Number of shares issued and outstanding, | 1,500 | | |
| Number of stockholders, | 19 | | |
| Number of stockholders in Massachusetts, | 19 | | |
| Amount of stock held in Massachusetts, | \$150,000 00 | | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|--------------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage gold bonds, | Per Cent. 5 | Nov. 1, 1916, | \$125,000 00 | \$6,250 00 |

SINKING AND OTHER SPECIAL FUNDS.

| | |
|--|-------------------|
| Amount September 30, 1900, of sinking fund, | \$2,000 00 |
| Additions during the year to sinking fund, | 2,000 00 |
| TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1901, | \$4,000 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|-----------|
| Number of passengers paying revenue carried during the year, | 1,236,235 |
| Number carried per mile of main railway track operated, | 63,051 |
| Number of car miles run, | 364,244 |
| Average number of persons employed, | 36 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Not equipped. | Total passenger Cars. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|--------------------------------|------------------------------|---------------|-----------------------|------------------------|---------------------------------|-------------------|
| CARS—PASSENGER SERVICE. | | | | | | |
| Box passenger cars, | 6 | - | 6 | 6 | 6 | 12 |
| Open passenger cars, | 10 | - | 10 | 10 | - | 20 |
| TOTAL, | 16 | - | 16 | 16 | 6 | 32 |
| CARS—OTHER SERVICE. | | | | | | |
| Work cars, | 1 | 1 | 2 | - | - | - |
| Snow ploughs, | 2 | - | - | - | - | - |

MISCELLANEOUS EQUIPMENT.

| | |
|--|---|
| Highway vehicles: tower wagon, | 1 |
|--|---|

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|---------------|
| Length of railway line, | 19.607 miles. |
| Length of sidings, switches, etc., | .491 " |
| Total, computed as single track, | 20.098 " |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|-------------|
| Length of railway line, | .075 miles. |
|-----------------------------------|-------------|

Names of the several cities and towns in which the railways operated by the company are located: Warren, West Warren, Brookfield, West Brookfield, North Brookfield and Spencer.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|---|-------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of company's railway with railroads at grade (1 in number), viz.: | | |
| With North Brookfield Railroad, near East Brookfield Station, . | 1 | 1 |

Number of above crossings at which *frogs* are inserted in the tracks, . . . 1

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | 2 | - | - | - | 2 |
| Employees, | - | - | - | - | - | - |
| Other persons, | - | - | - | - | - | - |
| TOTALS, | - | 2 | - | - | - | 2 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WARREN, BROOKFIELD & SPENCER STREET RAILWAY COMPANY,
BROOKFIELD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Alexander B. Bruce, *President*, Lawrence, Mass. Ewen R. McPherson, *Vice-President*, Boston, Mass. George A. Butman, *Treasurer and Clerk of Corporation*, 8 Congress Street, Boston, Mass. Charles A. Jefts, *Superintendent*, Brookfield, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Alexander B. Bruce, Lawrence, Mass. Robert Redford, Lawrence, Mass. Ewen R. McPherson, Cambridge, Mass. N. Sumner Myrick, Boston, Mass. Charles E. Barnes, Malden, Mass. Charles A. Richardson, Worcester, Mass. Alonzo G. Van Nostrand, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

ALEX. B. BRUCE,
E. R. McPHERSON,
ROBT. REDFORD,
N. SUMNER MYRICK,
Directors.
GEO. A. BUTMAN,
Treasurer.
CHARLES A. JEFTS,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 14, 1901. Then personally appeared the above-named Alex. B. Bruce, E. R. McPherson, Robt. Redford, N. Sumner Myrick, directors, Geo. A. Butman, treasurer, and Charles A. Jefts, superintendent, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ARTHUR W. CLAPP,
Justice of the Peace.

REPORT

OF THE

WEBSTER & DUDLEY STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|-------------|
| Gross earnings from operation, | \$22,152 73 |
| Operating expenses, | 16,264 41 |
| NET EARNINGS FROM OPERATION, | \$5,888 32 |
| Miscellaneous income: theatre at Beacon Park, | 1,040 30 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$6,928 62 |
| Charges upon income accrued during the year: | |
| Interest and discount on unfunded debts and loans, | \$864 48 |
| Taxes, State and local, | 928 25 |
| Other deductions from income: | |
| Borrowed during year ending September 30, 1900, | \$500 00 |
| Cost of running theatre and other attractions, | 1,661 53 |
| | 2,161 53 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 3,954 26 |
| Surplus for the year ending September 30, 1901, | \$2,974 36 |
| Amount of deficit September 30, 1900, | 682 29 |
| Debits to profit and loss account during the year: error in expenses year ending September 30, 1900, | 736 90 |
| TOTAL SURPLUS SEPTEMBER 30, 1901, | \$1,555 17 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$21,397 85 |
| Receipts from tolls for use of tracks by other companies (Worcester & Webster Street Railway Company), | 539 02 |
| Receipts from advertising in cars, | 96 00 |
| Other earnings from operation: special cars, | 119 86 |
| GROSS EARNINGS FROM OPERATION, | \$22,152 73 |

EXPENSES OF OPERATION.

| | |
|--|--------------------|
| General expenses: | |
| Salaries of general officers and clerks, | \$1,107 00 |
| General office expenses and supplies, | 285 09 |
| Insurance, | 677 56 |
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | 216 48 |
| Repair of electric line construction, | 127 35 |
| Removal of snow and ice, | 215 61 |
| Repair of buildings, | 16 75 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | 256 61 |
| Repair of electric equipment of cars, | 318 76 |
| Transportation expenses: | |
| Cost of electric motive power, | 4,741 72 |
| Wages and compensation of persons employed in conducting transportation, | 6,713 50 |
| Other transportation expenses: | |
| Allowance Worcester & Webster Street Railway Company, | 1,409 26 |
| Heating and lighting car house, | 178 72 |
| TOTAL OPERATING EXPENSES, | \$16,264 41 |

PROPERTY ACCOUNTS.

| | |
|---|--------------------|
| Additions to railway: | |
| Extension of tracks (length, 2,000 feet), | \$6,049 66 |
| New electric line construction (length, 2,000 feet), | 714 19 |
| Other additions to railway: | |
| Engineering work, | 143 22 |
| Installing electric lights at Beacon Park station, | 100 00 |
| TOTAL ADDITIONS TO RAILWAY, | \$7,007 07 |
| Additions to land and buildings: additional land necessary for operation of railway, | |
| | 350 00 |
| Additions to other permanent property: bridge—abolishing grade crossing at East Webster, and bridge over steam road tracks to enter Beacon Park; both bridges are over New York, New Haven & Hartford Railroad, Southbridge Division, | |
| | 3,303 78 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$10,660 85 |
| Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): sale of old brass, iron and poles, | |
| | 69 84 |
| NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, | \$10,591 01 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1901.

ASSETS.

DR.

| | |
|---|-------------|
| Cost of railway: | |
| Roadbed and tracks and electric line construction, including poles, wiring, feeder lines, etc., | \$51,351 54 |

| | | |
|---|-------------|--------------------|
| Cost of railway — <i>Concluded.</i> | | |
| Engineering and other expenses incident to construction, | \$3,025 59 | |
| Other items of railway cost: bridges and electric light installation, | 3,603 78 | |
| TOTAL COST OF RAILWAY OWNED, | | \$57,980 91 |
| Cost of equipment: cars and other rolling stock and vehicles and electric equipment of same, | | 12,766 11 |
| Cost of land and buildings: | | |
| Land necessary for operation of railway, | \$870 00 | |
| Electric power stations, including equipment, | 3,388 92 | |
| Other buildings necessary for operation of railway, | 3,329 84 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | 7,588 76 |
| TOTAL PERMANENT INVESTMENTS, | | \$78,335 78 |
| Cash and current assets: cash, | | 3,824 99 |
| TOTAL, | | \$82,160 77 |
| LIABILITIES. | | Cr. |
| Capital stock, | | \$50,000 00 |
| Current liabilities: | | |
| Loans and notes payable, | \$25,000 00 | |
| Miscellaneous current liabilities: due on account of extension of tracks into Beacon Park, Webster, Mass., and bridge over tracks of New York, New Haven & Hartford Railroad, Southbridge Division, | 5,605 60 | |
| TOTAL CURRENT LIABILITIES, | | 30,605 60 |
| Profit and loss balance (surplus), | | 1,555 17 |
| TOTAL, | | \$82,160 77 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$50,000 00 | |
| Capital stock authorized by votes of company, | 50,000 00 | |
| Capital stock issued and outstanding, | | \$50,000 00 |
| Number of shares issued and outstanding, | 500 | |
| Number of stockholders, | 55 | |
| Number of stockholders in Massachusetts, | 50 | |
| Amount of stock held in Massachusetts, | \$46,600 00 | |

VOLUME OF TRAFFIC, ETC.

| | |
|--|---------|
| Number of passengers paying revenue carried during the year, | 435,267 |
| Number carried per mile of main railway track operated, | 80,755 |
| Number of car miles run, | 117,416 |
| Average number of persons employed, | 19 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Not Equipped. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|----------------------------------|------------------------------|---------------|------------------------|---------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | | |
| Box passenger cars, | 2 | - | - | - | - |
| Open passenger cars, | 6 | - | - | - | - |
| TOTAL, | 8 | - | 8 | 2 | 16 |
| CARS — OTHER SERVICE. | | | | | |
| Work cars, | - | 1 | - | - | - |
| Snow ploughs, | 1 | - | - | - | - |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|--------------|
| Length of railway line, | 5.390 miles. |
| Length of sidings, switches, etc., | .210 " |
| Total, computed as single track, | 5.600 " |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|-------------|
| Length of railway line, | .380 miles. |
|-----------------------------------|-------------|

Names of the several cities and towns in which the railways operated by the company are located : Webster.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WEBSTER & DUDLEY STREET RAILWAY COMPANY,

WEBSTER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Lyman R. Eddy, *President*, Webster, Mass. Elisha N. Bigelow, *Vice-President*, Webster, Mass. Joseph Boies Potter, *Treasurer and Superintendent*, Webster, Mass. Charles Haggerty, *Clerk of Corporation and General Counsel*, Webster, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Lyman R. Eddy, Webster, Mass. Elisha N. Bigelow, Webster, Mass. John Flint, Webster, Mass. Charles Haggerty, Webster, Mass. Joseph Boies Potter, Webster, Mass. Edwin N. Sanderson, Putnam, Conn. Harry E. Back, Danielson, Conn. George M. Cole, Plattsburg, N. Y. Harry J. Conant, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

LYMAN R. EDDY,
ELISHA N. BIGELOW,
CHARLES HAGGERTY,
JOHN FLINT,
J. BOIES POTTER,

Directors.

J. BOIES POTTER,

Treasurer.

J. BOIES POTTER,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. Nov. 5, 1901. Then personally appeared the above-named Lyman R. Eddy, Elisha N. Bigelow, Charles Haggerty, John Flint and J. Boies Potter, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

OSCAR SHUMWAY,

Justice of the Peace.

REPORT

OF THE

WELLESLEY & BOSTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|-------------|
| Gross earnings from operation, | \$60,809 75 |
| Operating expenses, | 47,373 90 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$13,435 85 |
| Charges upon income accrued during the year: | |
| Interest and discount on unfunded debts and loans, | \$131 90 |
| Taxes, State and local, | \$2,784 15 |
| Taxes, commutation, | 1,141 46 |
| | 3,925 61 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 4,057 51 |
| NET DIVISIBLE INCOME, | \$9,378 34 |
| Dividends declared (8 per cent), | 9,200 00 |
| Surplus for the year ending September 30, 1901, | \$178 34 |
| Amount of surplus September 30, 1900, | 7,323 78 |
| TOTAL SURPLUS SEPTEMBER 30, 1901, | \$7,502 12 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$59,157 21 |
| Receipts from tolls for use of tracks by other companies, | 1,380 69 |
| Receipts from rentals of buildings and other property, | 32 87 |
| Receipts from advertising in cars, | 222 38 |
| Receipts from interest on deposits, | 16 60 |
| GROSS EARNINGS FROM OPERATION, | \$60,809 75 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks, | \$12,285 04 |
| General office expenses and supplies, | 1,142 28 |
| Legal expenses, | 326 00 |
| Insurance, | 368 31 |
| Other general expenses: Massachusetts Street Railway Association, Railroad Commissioners, contribution to church, etc., | 913 01 |

| | | |
|---|-------------|---------------------|
| Maintenance of roadway and buildings : | | |
| Repair of roadbed and track, | | \$780 38 |
| Repair of electric line construction, | | 241 27 |
| Removal of snow and ice, | | 447 21 |
| Repair of buildings, | | 187 85 |
| Maintenance of equipment : | | |
| Repair of cars and other vehicles, | | 3,245 73 |
| Repair of electric equipment of cars, | | 2,130 79 |
| Provender and stabling for horses, | | 180 98 |
| Transportation expenses : | | |
| Cost of electric motive power, | | 7,776 85 |
| Wages and compensation of persons employed in conduct- ing transportation, | | 12,524 30 |
| Damages for injuries to persons and property, | | 3,365 51 |
| Tolls for trackage over other railways, | | 1,209 12 |
| Other transportation expenses: oil, grease and waste, | | 249 27 |
| TOTAL OPERATING EXPENSES, | | \$47,373 90 |
| PROPERTY ACCOUNTS. | | |
| Additions to railway: improvements to track, | | \$2,970 69 |
| Additions to equipment: improvements to equipment (1 G. E. 1,000 armature), | | 82 00 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | | \$3,052 69 |
| Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): horse and vehicle, | | 178 00 |
| NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, | | \$2,874 69 |
| GENERAL BALANCE SHEET SEPTEMBER 30, 1901. | | |
| ASSETS. | | DR. |
| Cost of railway : | | |
| Roadbed and tracks, | \$77,987 54 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 10,375 86 | |
| Engineering and other expenses incident to construction, | 1,505 72 | |
| TOTAL COST OF RAILWAY OWNED, | | \$89,869 12 |
| Cost of equipment : | | |
| Cars and other rolling stock and vehicles, | \$15,206 77 | |
| Electric equipment of same, | 18,697 92 | |
| TOTAL COST OF EQUIPMENT OWNED, | | 33,904 69 |
| Cost of land and buildings: buildings necessary for operation of railway, | | 5,240 00 |
| TOTAL PERMANENT INVESTMENTS, | | \$129,013 81 |
| Cash and current assets: cash, | | 988 31 |
| TOTAL, | | \$130,002 12 |

| LIABILITIES. | | Cr. | |
|--|--------------|-----|---------------------|
| Capital stock, | | | \$115,000 00 |
| Sinking and other special funds: insurance fund, | | | 7,500 00 |
| Profit and loss balance (surplus), | | | 7,502 12 |
| TOTAL, | | | \$130,002 12 |
| CAPITAL STOCK. | | | |
| Capital stock authorized by law, | \$115,000 00 | | |
| Capital stock authorized by votes of company, | 115,000 00 | | |
| Capital stock issued and outstanding, | | | \$115,000 00 |
| Number of shares issued and outstanding, | 1,150 | | |
| Number of stockholders, | 15 | | |
| Number of stockholders in Massachusetts, | 15 | | |
| Amount of stock held in Massachusetts, | \$115,000 00 | | |

SINKING AND OTHER SPECIAL FUNDS.

| | |
|--|-------------------|
| Amount September 30, 1900, of insurance fund, | \$7,500 00 |
| TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1901, | \$7,500 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|-----------|
| Number of passengers paying revenue carried during the year, | 1,319,613 |
| Number carried per mile of main railway track operated, | 156,167 |
| Number of car miles run, | 245,452 |
| Average number of persons employed, | 24 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|----------------------------------|------------------------------|------------------------|---------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | |
| Box passenger cars, | 5 | 5 | 5 | - |
| Open passenger cars, | 9 | 9 | - | - |
| TOTAL, | 14 | 14 | 5 | 35 |
| Snow ploughs, | 1 | - | - | - |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| RAILWAY OWNED, ETC. | Owned. | Trackage over Other Railways. | Total Owned, etc. |
|--|-----------------|-------------------------------------|-------------------------|
| Length of railway line, | Miles. 4.690 | Miles. 3.760 | Miles. 8.450 |
| Length of sidings, switches, etc., | .210 | - | .210 |
| TOTAL, COMPUTED AS SINGLE TRACK, | 4.900 | 3.760 | 8.660 |

Names of the several cities and towns in which the railways operated by the company are located: Newton.

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BE- YOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | 1 | - | - | - | 1 |
| Employees, | - | - | - | - | - | - |
| Other persons, | - | - | - | - | - | - |
| TOTALS, | - | 1 | - | - | - | 1 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WELLESLEY & BOSTON STREET RAILWAY COMPANY,
276 STATE STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

James W. French, *President and General Manager*, Tremont Building, Boston, Mass. Horace B. Parker, *Vice-President*, Newtonville, Mass. James L. Richards, *Treasurer*, 276 State Street, Boston, Mass. Russell A. Sears, *Clerk of Corporation*, 53 State Street, Boston, Mass. Sam'l L. Powers, *General Counsel*, 125 Milk Street, Boston, Mass. Edw. C. Spring, *Superintendent*, Newtonville, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

James W. French, Newton, Mass. Geo. Fred Simpson, Newton, Mass. Wm. F. Hammett, Newton, Mass. Austin R. Mitchell, Newtonville, Mass. Horace B. Parker, Newtonville, Mass. James L. Richards, Newtonville, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JAMES W. FRENCH,
HORACE B. PARKER,
WILLIAM F. HAMMETT,
AUSTIN R. MITCHELL,
JAMES L. RICHARDS,
G. FRED SIMPSON,
Directors.
JAMES L. RICHARDS,
Treasurer.
EDW. C. SPRING,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS, BOSTON, Oct. 19, 1901. Then personally appeared the above-named James W. French, Horace B. Parker, William F. Hammett, Austin R. Mitchell, James L. Richards and G. Fred Simpson, and at Newton on the 19th of said month, Edward C. Spring, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

RUSSELL A. SEARS,
Justice of the Peace.

REPORT

OF THE

WESTBOROUGH & HOPKINTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

[Railway under construction.]

| GENERAL BALANCE SHEET SEPTEMBER 30, 1901. | | |
|--|-------------|-------------|
| ASSETS. | | Dr. |
| Cost of railway : | | |
| Roadbed and tracks, | \$5,332 63 | |
| Engineering and other expenses incident to construction, | 390 61 | |
| | | |
| TOTAL COST OF RAILWAY OWNED, | | \$5,723 24 |
| Cash and current assets : | | |
| Cash, | \$13,776 76 | |
| Other cash and current assets: special deposit, town of Hopkinton, | 500 00 | |
| | | |
| TOTAL CASH AND CURRENT ASSETS, | | 14,276 76 |
| TOTAL, | | \$20,000 00 |
| LIABILITIES. | | Cr. |
| Capital stock (amount paid in), | | |
| | | \$20,000 00 |
| TOTAL, | | \$20,000 00 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$40,000 00 | |
| Capital stock authorized by votes of company, | 40,000 00 | |
| Amount paid in on 400 shares not yet issued, | | \$20,000 00 |
| Number of stockholders, | 17 | |
| Number of stockholders in Massachusetts, | 17 | |
| Amount of stock held in Massachusetts, | \$20,000 00 | |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WESTBOROUGH & HOPKINTON STREET RAILWAY COMPANY,
WESTBOROUGH, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Walter R. Dame, *President*, Clinton, Mass. Harrison C. Kingman, *Vice-President*, South Framingham, Mass. George L. Hemenway, *Treasurer and Clerk of Corporation*, Hopkinton, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Walter R. Dame, Clinton, Mass. Edward F. Blodgett, Leominster, Mass. Harry C. Garfield, Westborough, Mass. Marcus A. Coolidge, Fitchburg, Mass. Charles L. Claflin, Hopkinton, Mass. Alexander DeWitt, Worcester, Mass. Harrison C. Kingman, South Framingham, Mass. George L. Hemenway, Hopkinton, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

WALTER R. DAME,
EDWARD F. BLODGETT,
CHAS. L. CLAFLIN,
HARRY C. GARFIELD,
HARRISON C. KINGMAN,
GEORGE L. HEMENWAY,
Directors.
GEORGE L. HEMENWAY,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 4, 1901. Then personally appeared the above-named Walter R. Dame, Edward F. Blodgett, Charles L. Claflin, Harry C. Garfield, Harrison C. Kingman and George L. Hemenway and George L. Hemenway, treasurer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

R. B. WALKER,
Justice of the Peace.

REPORT

OF THE

WESTBOROUGH & WORCESTER STREET RAILWAY COMPANY

FOR THE PERIOD ENDING APRIL 16, 1901.

[Railway under construction. Consolidated with the Marlborough & Westborough, April 16, 1901.]

| GENERAL BALANCE SHEET APRIL 16, 1901. | |
|---|--------------------|
| ASSETS. | DR. |
| Cost of railway: | |
| Roadbed and tracks and electric line construction, including poles, wiring, feeder lines, etc., | \$90,000 00 |
| Interest accrued during construction of railway, | 470 00 |
| Engineering and other expenses incident to construction, | 2,312 96 |
| TOTAL COST OF RAILWAY OWNED, | \$92,782 96 |
| Cash and current assets: cash, | 1,114 64 |
| TOTAL, | \$93,897 60 |
| LIABILITIES. | CR. |
| Capital stock, | \$60,000 00 |
| Current liabilities: | |
| Loans and notes payable, | \$28,421 00 |
| Audited vouchers and accounts, | 5,306 60 |
| TOTAL CURRENT LIABILITIES, | 33,727 60 |
| Accrued liabilities: interest accrued and not yet due, | 170 00 |
| TOTAL, | \$93,897 60 |
| CAPITAL STOCK. | |
| Capital stock authorized by law, | \$60,000 00 |
| Capital stock authorized by votes of company, | 60,000 00 |
| Capital stock issued and outstanding, | \$60,000 00 |
| Number of shares issued and outstanding, | 600 |
| Number of stockholders, | 27 |
| Number of stockholders in Massachusetts, | 27 |
| Amount of stock held in Massachusetts, | \$60,000 00 |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|--------------|
| Length of railway line, | 5.770 miles. |
| Length of sidings, switches, etc., | .130 " |
| Total, computed as single track, | 5.900 " |

Names of the several cities and towns in which the railways operated by the company are located: Westborough and Grafton.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|--|----------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of company's railway with railroads at grade (2 in number), viz.: | | |
| With Grafton & Upton Railroad, at Westborough Street, Grafton, . | 1 | 1 |
| With Grafton & Upton Railroad, junction Shrewsbury and Oak streets, Grafton, | 1 | 1 |
| TOTAL NUMBER OF TRACKS AT CROSSINGS, | 2 | 2 |

Number of above crossings at which *frogs* are inserted in the tracks, . 2

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WESTBOROUGH & WORCESTER STREET RAILWAY COMPANY,
WESTBOROUGH, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Edward F. Blodgett, *President*, Leominster, Mass. George R. Damon, *Vice-President*, Leominster, Mass. Walter R. Dame, *Treasurer*, Clinton, Mass. Adams Franklin Brown, *Clerk of Corporation*, Westborough, Mass. Harry C. Garfield, *Superintendent*, Westborough, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Edward F. Blodgett, Leominster, Mass. George R. Damon, Leominster, Mass. George H. Cook, Leominster, Mass. Alexander S. Paton, Leominster, Mass. William S. Clough, Lynn, Mass. Walter R. Dame, Clinton, Mass. Adams Franklin Brown, Westborough, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

EDWARD F. BLODGETT,
GEO. R. DAMON,
ADAMS F. BROWN,
WALTER R. DAME,

Directors.

WALTER R. DAME,

Treasurer.

H. C. GARFIELD,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. OCT. 7, 1901. Then personally appeared the above-named Edward F. Blodgett, Geo. R. Damon, Adams F. Brown, Walter R. Dame, directors, Walter R. Dame, treasurer, and H. C. Garfield, superintendent, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WM. N. DAVENPORT,

Justice of the Peace.

REPORT

OF THE

WEST END STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

[Leased to and operated by the Boston Elevated.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|----------------|
| Rental received from lease of railway for expenses of organization, | \$7,500 00 |
| Income from other sources: amount of dividends paid under lease directly to stockholders of the West End Street Railway Company by the Boston Elevated Railway Company, | 1,147,950 00 |
| GROSS INCOME, | \$1,155,450 00 |
| Expenses and charges upon income accrued during the year: salaries and maintenance of organization, | 6,951 80 |
| NET DIVISIBLE INCOME, | \$1,148,498 20 |
| Dividends: | |
| 7 per cent on \$9,085,000, common, | \$635,950 00 |
| 8 per cent on \$6,400,000, preferred, | 512,000 00 |
| TOTAL DIVIDENDS, | 1,147,950 00 |
| Surplus for the year ending September 30, 1901, | \$548 20 |
| Amount of surplus September 30, 1900, | 173,267 19 |
| TOTAL SURPLUS SEPTEMBER 30, 1901, | \$173,815 39 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1901.

| ASSETS. | Dr. |
|--|----------------|
| Cost of railway: | |
| Roadbed and tracks, | \$7,112,390 12 |
| Electric line construction, including poles, wiring, feeder lines, etc., | 2,289,712 93 |
| Engineering and other expenses incident to construction, | 175,712 54 |
| TOTAL COST OF RAILWAY OWNED, | \$9,577,815 59 |

| | | |
|---|----------------|------------------------|
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, . | \$3,896,828 89 | |
| Electric equipment of same, | 3,195,604 54 | |
| Horses, | 30,816 50 | |
| Other items of equipment: machinery, tools, furniture, fixtures, etc., | 242,331 24 | |
| TOTAL COST OF EQUIPMENT OWNED, | | \$7,365,581 17 |
| Cost of land and buildings: | | |
| Land necessary for operation of railway, . | \$2,758,320 12 | |
| Electric power stations, including equip- ment, | 4,241,200 83 | |
| Other buildings necessary for operation of railway, | 3,469,520 47 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | 10,469,041 42 |
| Other permanent property: subway equipment, | | 301,915 93 |
| TOTAL PERMANENT INVESTMENTS, | | \$27,714,354 11 |
| Cash and current assets: cash, | | 3,188 66 |
| Miscellaneous assets: Boston Elevated Railway Company, lease account, | | 1,227,207 98 |
| TOTAL, | | \$28,944,750 75 |
| LIABILITIES. | | Cr. |
| Capital stock, common, | | \$9,085,000 00 |
| Capital stock, preferred, | | 6,400,000 00 |
| TOTAL CAPITAL STOCK, | | \$15,485,000 00 |
| Funded debt, | | 12,866,000 00 |
| Current liabilities: | | |
| Boston Elevated Railway Company perma- nent addition account, | \$419,330 46 | |
| Boston Elevated Railway Company bond re- demption account, | 604 90 | |
| TOTAL CURRENT LIABILITIES, | | 419,935 36 |
| Profit and loss balance (surplus), | | 173,815 39 |
| TOTAL, | | \$28,944,750 75 |
| PROPERTY ACCOUNTS. | | |
| Additions to railway: | | |
| Extension of tracks (length, 40,171 feet), . | \$184,799 78 | |
| New electric line construction, | 67,406 63 | |
| Other additions to railway: betterment charge for rebuilding tram rail with girder, | 19,883 88 | |
| TOTAL ADDITIONS TO RAILWAY, | | \$272,090 29 |
| Additions to equipment: | | |
| Additional cars (150 in number), | \$173,436 38 | |
| Electric equipment of same, | 69,301 89 | |
| Other additional rolling stock and vehicles, . | 29,203 31 | |
| Other additions to equipment: tools, etc., . | 2,064 50 | |
| TOTAL ADDITIONS TO EQUIPMENT, | | 274,006 08 |

| | | |
|--|-------------|---------------------|
| Additions to land and buildings: | | |
| Additional land necessary for operation of railway, | \$1,000 00 | |
| New electric power stations, including machinery, etc., | 4,423 09 | |
| Additional equipment of power stations, | 29,086 84 | |
| Other new buildings necessary for operation of railway, | 44,912 56 | |
| TOTAL ADDITIONS TO LAND AND BUILDINGS, | | \$79,422 49 |
| Additions to other permanent property: subway equipment, | | 6,513 57 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | | \$632,032 43 |
| Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): | | |
| .836 miles track taken up, | \$10,927 85 | |
| Land and buildings sold, | 163,438 39 | |
| Cars, motors and trucks sold, destroyed or transferred, | 5,611 50 | |
| Machinery and tools sold, destroyed or transferred, | 133 00 | |
| TOTAL DEDUCTIONS FROM PROPERTY ACCOUNTS, | | 180,110 74 |
| NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, | | \$451,921 69 |

CAPITAL STOCK.

| | | |
|--|------------------------|------------------------|
| Capital stock authorized by law, common, | \$10,000,000 00 | |
| Capital stock authorized by law, preferred, | 6,400,000 00 | |
| Total capital stock authorized by law, | \$16,400,000 00 | |
| Capital stock authorized by votes of company, common, | \$10,000,000 00 | |
| Capital stock authorized by votes of company, preferred, | 6,400,000 00 | |
| Total capital stock authorized by vote, | \$16,400,000 00 | |
| Capital stock issued and outstanding, common, | | \$9,085,000 00 |
| Capital stock issued and outstanding, preferred, | | 6,400,000 00 |
| Total capital stock outstanding, | | \$15,485,000 00 |
| Number of shares issued and outstanding, common, | 181,700 | |
| Number of shares issued and outstanding, preferred, | 128,000 | |
| Total number of shares outstanding, | 309,700 | |
| Number of stockholders, common, | 4,210 | |
| Number of stockholders, preferred, | 3,766 | |
| Total number of stockholders, | 7,976 | |
| Number of stockholders in Massachusetts, common, | 3,764 | |
| Number of stockholders in Massachusetts, preferred, | 3,259 | |
| Total stockholders in Massachusetts, | 7,023 | |
| Amount of stock held in Massachusetts, common, | \$8,230,500 00 | |
| Amount of stock held in Massachusetts, preferred, | 5,710,700 00 | |
| Total stock held in Massachusetts, | \$13,941,200 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year.* |
|---|-------------------|-------------------|---------------------|---------------------------------|
| | Per Cent. | | | |
| Highland Street Railway Co., . . . | 5 | May 1, 1902, | \$300,000 00 | - |
| Cambridge Railroad Co., . . . | 5 | April 1, 1903, | 392,000 00 | - |
| Metropolitan Railroad Co., . . . | 5 | Dec. 15, 1903, | 500,000 00 | - |
| Charles River Street Railway Co., . | 5 | April 1, 1904, | 150,000 00 | - |
| Middlesex Railroad Co., . . . | 5 | July 1, 1904, | 200,000 00 | - |
| South Boston Horse Railway Co., . | 5 | May 1, 1905, | 200,000 00 | - |
| Boston Consolidated Street Railway Co., . . . | 5 | Jan. 1, 1907, | 500,000 00 | - |
| West End Street Railway Co., . . . | 5 | Nov. 1, 1902, | 3,000,000 00 | - |
| West End Street Railway Co., . . . | 4½ | March 1, 1914, | 2,000,000 00 | - |
| West End Street Railway Co., . . . | 4 | Aug. 1, 1915, | 2,109,000 00 | - |
| West End Street Railway Co., . . . | 4 | May 1, 1916, | 815,000 00 | - |
| West End Street Railway Co., . . . | 4 | Feb. 1, 1917, | 2,700,000 00 | - |
| TOTALS, | . . . | | \$12,866,000 00 | - |

RAILWAY OWNED.

| | |
|--|----------------|
| Length of railway line, | 161.004 miles. |
| Length of second main track, | 136.131 " |
| Total length of main track, | 297.135 " |
| Length of sidings, switches, etc., | 37.164 " |
| Total, computed as single track, | 334 299 " |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|--------------|
| Length of railway line, | 3 861 miles. |
|-----------------------------------|--------------|

Names of the several cities and towns in which the railway owned by the company is located: Boston, Cambridge, Belmont, Somerville, Newton, Malden, Medford, Everett, Chelsea, Arlington, Brookline and Watertown.

GENERAL REMARKS AND EXPLANATIONS.

Certain expenditures upon the property have been made by the lessee during the eighteen months from April 1, 1900, to October 1, 1901, for permanent improvements, which if allowed by us would increase the mileage and would change the figures in this report, but as the statements of these expenditures have not as yet been audited and allowed by this company, these expenditures are not included in this return.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WEST END STREET RAILWAY COMPANY,
101 MILK STREET, BOSTON, MASS.

* Interest on these bonds paid by the Boston Elevated Railway Company.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Joseph B. Russell, *President*, 114 State Street, Boston, Mass. G. T. W. Braman, *Vice-President*, 53 State Street, Boston, Mass. Parkman Dexter, *Treasurer and Clerk of Corporation*, 101 Milk Street, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Edwin F. Atkins, Belmont, Mass. Charles M. Baker, Longwood, Mass. G. T. W. Braman, Cohasset, Mass. Parkman Dexter, Boston, Mass. John Parkinson, Bourne, Mass. Joseph B. Russell, Belmont, Mass. Samuel Spencer, New York, N. Y. William Skinner, Holyoke, Mass. C. Minot Weld, Milton, Mass. Stephen M. Weld, Dedham, Mass. Charles A. Williams, Brookline, Mass. Moses Williams, Brookline, Mass. Alfred Winsor, Brookline, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JOSEPH B. RUSSELL,
MOSES WILLIAMS,
JOHN PARKINSON,
CHARLES A. WILLIAMS,
C. M. BAKER,
C. MINOT WELD,
ALFRED WINSOR,
PARKMAN DEXTER,
Directors.
PARKMAN DEXTER,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Oct. 30, 1901. Then personally appeared the above-named Joseph B. Russell, Moses Williams, John Parkinson, Charles A. Williams, C. M. Baker, C. Minot Weld, Alfred Winsor and Parkman Dexter, directors, and Parkman Dexter, treasurer, of the West End Street Railway Company, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHARLES B. GLEASON,
Justice of the Peace.

REPORT

OF THE

WEST ROXBURY & ROSLINDALE STREET RAILWAY COMPANY

FOR THE PERIOD ENDING DECEMBER 22, 1900.

[Consolidated with the Brockton December 22, 1900.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|-------------|
| Gross earnings from operation, | \$49,916 32 |
| Operating expenses, | 35,977 99 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$13,938 33 |
| Charges upon income accrued during the year: | |
| Interest on funded debt, | \$3,144 46 |
| Interest and discount on unfunded debts and loans, | 649 24 |
| Taxes, State and local, | 1,910 11 |
| Payments to sinking and other special funds: | |
| accident suspense, | 6,000 00 |
| Other deductions from income: park expense, | 178 84 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 11,882 65 |
| NET DIVISIBLE INCOME, | \$2,055 68 |
| Dividends declared (3 per cent), | 24,000 00 |
| Deficit for the period ending December 22, 1900, | \$21,944 32 |
| Amount of surplus September 30, 1900, | 35,689 13 |
| Debits to profit and loss account during the year: settlement of old accident claims, | 7,261 73 |
| TOTAL SURPLUS DECEMBER 22, 1900, | \$6,483 08 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$49,376 90 |
| Receipts from rentals of buildings and other property, | 65 00 |
| Receipts from advertising in cars, | 212 75 |
| Receipts from interest on deposits, | 261 67 |
| GROSS EARNINGS FROM OPERATION, | \$49,916 32 |

| EXPENSES OF OPERATION. | |
|--|--------------------|
| General expenses: | |
| Salaries of general officers and clerks, | \$1,397 78 |
| General office expenses and supplies, | 208 26 |
| Legal expenses, | 107 00 |
| Insurance, | 3,333 77 |
| Other general expenses: storeroom expense, \$7.14; advertising, \$47.23; miscellaneous general expense, \$335.96; internal revenue tax, \$19.70, | 410 03 |
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | 1,860 63 |
| Repair of electric line construction, | 851 08 |
| Removal of snow and ice, | 24 10 |
| Repair of buildings, | 126 63 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | 1,751 80 |
| Repair of electric equipment of cars, | 876 90 |
| Renewal of horses, harnesses, shoeing, etc., | 3 85 |
| Provender and stabling for horses, | 21 44 |
| Transportation expenses: | |
| Cost of electric motive power, | 7,730 74 |
| Wages and compensation of persons employed in conducting transportation, | 14,794 70 |
| Damages for injuries to persons and property, | 915 18 |
| Rentals of buildings and other property, | 385 25 |
| Other transportation expenses: car service, \$55.22; miscellaneous car expense, \$677.06; cleaning, oiling and sanding tracks, \$446.57, | 1,178 85 |
| TOTAL OPERATING EXPENSES, | \$35,977 99 |

| PROPERTY ACCOUNTS. | |
|--|-------------------|
| Additions to railway: | |
| Extension of tracks (length, 586 feet), | \$1,079 34 |
| Other additions to railway: new engineering, | 42 62 |
| TOTAL ADDITIONS TO RAILWAY, | \$1,121 96 |
| Additions to equipment: | |
| Electric equipment of cars, | \$1,666 25 |
| Other additional rolling stock and vehicles, | 891 27 |
| TOTAL ADDITIONS TO EQUIPMENT, | 2,557 52 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$3,679 48 |

GENERAL BALANCE SHEET DECEMBER 22, 1900.

| ASSETS. | Dr. |
|--|---------------------|
| Cost of railway: | |
| Roadbed and tracks, | \$678,964 37 |
| Electric line construction, including poles, wiring, feeder lines, etc., | 180,160 75 |
| Interest accrued during construction of railway, | 4,601 23 |
| Engineering and other expenses incident to construction, | 27,660 53 |
| TOTAL COST OF RAILWAY OWNED, | \$891,386 88 |

| | | |
|--|--------------|----------------|
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, . . | \$191,454 19 | |
| Horses, | 150 00 | |
| Other items of equipment: sundry, \$310; tools, \$1,544.38; wagons, \$83.80; office furniture, \$481.28; electric signs, \$369.75; bridges, etc., \$96, | 2,885 21 | |
| TOTAL COST OF EQUIPMENT OWNED, | | \$194,489 40 |
| Cost of land and buildings: | | |
| Land necessary for operation of railway, . . | \$14,085 81 | |
| Buildings necessary for operation of railway, . . | 32,395 45 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | 46,481 26 |
| Other permanent property: park, | | 33,537 52 |
| TOTAL PERMANENT INVESTMENTS, | | \$1,165,895 06 |
| Cash and current assets: | | |
| Cash, | \$2,781 47 | |
| Bills and accounts receivable, | 11,313 59 | |
| Sinking and other special funds (redemption bonds), | 2,060 00 | |
| Other cash and current assets: | | |
| Prepaid insurance, \$686.85; prepaid inter- est, \$359.04; prepaid taxes, \$238.76, . . | 1,284 65 | |
| Coupon deposits, | 3,600 00 | |
| TOTAL CASH AND CURRENT ASSETS, | | 21,039 71 |
| Miscellaneous assets: materials and supplies, . . | | 2,495 34 |
| TOTAL, | | \$1,189,430 11 |
| LIABILITIES. | | Cr. |
| Capital stock, | | \$800,000 00 |
| Funded debt, | | 283,000 00 |
| Current liabilities: | | |
| Loans and notes payable, | \$75,000 00 | |
| Audited vouchers and accounts, | 10,796 51 | |
| Matured interest coupons unpaid, | 275 00 | |
| Miscellaneous current liabilities: outstand- ing tickets, | 87 36 | |
| TOTAL CURRENT LIABILITIES, | | 86,158 87 |
| Accrued liabilities: | | |
| Interest accrued and not yet due, | \$5,629 65 | |
| Taxes accrued and not yet due, | 874 18 | |
| TOTAL ACCRUED LIABILITIES, | | 6,503 83 |
| Sinking and other special funds: | | |
| Renewal fund, | \$1,003 68 | |
| Accident suspense fund, | 6,000 00 | |
| Sewer fund, | 280 65 | |
| TOTAL SINKING AND OTHER SPECIAL FUNDS, | | 7,284 33 |
| Profit and loss balance (surplus), | | 6,483 08 |
| TOTAL, | | \$1,189,430 11 |

CAPITAL STOCK.

| | | |
|---|--------------|--------------|
| Capital stock authorized by law, | \$800,000 00 | |
| Capital stock authorized by votes of company, | 800,000 00 | |
| Capital stock issued and outstanding, | | \$800,000 00 |
| Number of shares issued and outstanding, | 8,000 | |
| Number of stockholders, | 22 | |
| Number of stockholders in Massachusetts, | 22 | |
| Amount of stock held in Massachusetts, | \$800,000 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|--|-------------------|-------------------|---------------------|--------------------------------|
| | Per Cent. | | | |
| First mortgage 20-year gold bonds, | 5 | Sept. 1, 1916, | \$150,000 00 | \$1,666 67 |
| First mortgage bonds, Norfolk Suburban Street Railway Company, | 5 | July 1, 1914, | 73,000 00 | 811 12 |
| First mortgage 20-year gold bonds, Norfolk Central Street Railway Company, | 5 | July 1, 1918, | 60,000 00 | 666 67 |
| TOTALS, | | | \$283,000 00 | \$3,144 46 |

SINKING AND OTHER SPECIAL FUNDS.

| | |
|--|------------|
| Amount September 30, 1900, of renewal fund, | \$1,025 13 |
| Amount September 30, 1900, of sewer fund, | 392 12 |
| TOTAL, SEPTEMBER 30, 1900, | \$1,417 25 |
| Additions during the year to accident suspense fund, | 6,000 00 |
| TOTAL, INCLUDING ADDITIONS, | \$7,417 25 |
| Deductions during the year from renewal fund, | \$21 45 |
| Deductions during the year from sewer fund, | 111 47 |
| | 132 92 |
| TOTAL SINKING AND OTHER SPECIAL FUNDS DECEMBER 22, 1900, | \$7,284 33 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|---------|
| Number of passengers paying revenue carried during the year, | 988,890 |
| Number carried per mile of main railway track operated, | 26,678 |
| Number of car miles run, | 248,732 |
| Average number of persons employed, | 141 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|--------------------------------|------------------------------|------------------------|---------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | |
| Box passenger cars, | 34 | 34 | 34 | - |
| Open passenger cars, | 52 | 52 | - | - |
| TOTAL, | 86 | 86 | 34 | 172 |
| CARS — OTHER SERVICE. | | | | |
| Work cars, | 6 | - | - | - |
| Snow ploughs, | 8 | - | - | - |

MISCELLANEOUS EQUIPMENT.

| | |
|--|---|
| Highway vehicles: 2 tower wagons, 4 scrapers, 1 express wagon, | 7 |
| Horses, | 1 |
| Harnesses (single), | 1 |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|---------------|
| Length of railway line, | 34.756 miles. |
| Length of second main track, | 2.312 " |
| Total length of main track, | 37.068 " |
| Length of sidings, switches, etc., | 2.177 " |
| Total, computed as single track, | 39.245 " |

Names of the several cities and towns in which the railways operated by the company are located: Boston, Hyde Park, Dedham, Needham, Westwood, Norwood and Walpole.

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | 7 | - | - | - | 7 |
| Employees, | - | - | 1 | - | 1 | - |
| Other persons, | - | - | - | - | - | - |
| TOTALS, | - | 7 | 1 | - | 1 | 7 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WEST ROXBURY & ROSLINDALE STREET RAILWAY COMPANY,
QUINCY, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

John R. Graham, *President and General Manager*, Quincy, Mass. Patrick F. Sullivan, *Vice-President*, Lowell, Mass. Alonzo F. Walter, *Treasurer*, Quincy, Mass. Fred. H. Smith, *Clerk of Corporation*, Quincy, Mass. Charles F. Jenney, *General Counsel*, Hyde Park, Mass. George W. Rounds, *Superintendent*, Roslindale, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

John R. Graham, Quincy, Mass. Frederick H. Smith, Quincy, Mass. Philip L. Saltonstall, Milton, Mass. Patrick F. Sullivan, Lowell, Mass. Joseph H. Goodspeed, Boston, Mass. Eugene N. Foss, Jamaica Plain, Mass. R. W. Emmons, 2d, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JOHN R. GRAHAM,
FRED'K H. SMITH,
PHILIP L. SALTONSTALL,
P. F. SULLIVAN,
J. H. GOODSPEED,
R. W. EMMONS, 2d,
Directors.
ALONZO F. WALTER,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Nov. 4, 1901. Then personally appeared the above-named John R. Graham, Fred'k H. Smith, Philip L. Saltonstall, P. F. Sullivan, J. H. Goodspeed, R. W. Emmons, 2d, and Alonzo F. Walter, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

D. DANA BARTLETT,
Notary Public.

REPORT

OF THE

WINNISIMMET RAILROAD COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

[Leased to and operated by the Boston & Northern.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|-------------|
| Rental received from lease of railway, | \$3,000 00 |
| Dividends declared (6 per cent), | \$3,000 00 |
| Amount of surplus September 30, 1900, | \$123 35 |
| TOTAL SURPLUS SEPTEMBER 30, 1901, | \$123 35 |
| GENERAL BALANCE SHEET SEPTEMBER 30, 1901. | |
| ASSETS. | DR. |
| Cost of railway: roadbed and tracks, | \$50,000 00 |
| Cash and current assets: cash, | 79 35 |
| Miscellaneous assets: office furniture, | 50 00 |
| TOTAL, | \$50,129 35 |
| LIABILITIES. | CR. |
| Capital stock, | \$50,000 00 |
| Current liabilities: dividends not called for, | 6 00 |
| Profit and loss balance (surplus), | 123 35 |
| TOTAL, | \$50,129 35 |
| CAPITAL STOCK. | |
| Capital stock authorized by law, | \$75,000 00 |
| Capital stock authorized by votes of company, | 50,000 00 |
| Capital stock issued and outstanding, | \$50,000 00 |
| Number of shares issued and outstanding, | 1,000 |
| Number of stockholders, | 39 |
| Number of stockholders in Massachusetts, | 37 |
| Amount of stock held in Massachusetts, | \$49,650 00 |

RAILWAY OWNED.

| | |
|--|--------------|
| Length of railway line, | 1.005 miles. |
| Length of second main track, | 1.005 " |
| Total length of main track, | 2.010 " |
| Length of sidings, switches, etc., | .143 " |
| Total, computed as single track, | 2.153 " |

Names of the several cities and towns in which the railway owned by the company is located : Chelsea.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WINNISIMMET RAILROAD COMPANY,

31 STATE STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Bentley W. Warren, *President*, 31 State Street, Boston, Mass. E. Francis Oliver, *Treasurer and Clerk of Corporation*, 31 State Street, Boston, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Bentley W. Warren, Boston, Mass. David H. Coolidge, Boston, Mass. E. Francis Oliver, Boston, Mass. Edward Russell, Brookline, Mass. Edward R. Cogswell, Cambridge, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

BENTLEY W. WARREN,
DAVID H. COOLIDGE,
E. FRANCIS OLIVER,
Directors.
E. FRANCIS OLIVER,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. OCT. 24, 1901. Then personally appeared the above-named Bentley W. Warren, David H. Coolidge and E. Francis Oliver, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me, IRVIN McDOWELL GARFIELD,
Justice of the Peace.

REPORT

OF THE

WOBURN & BOSTON STREET RAILWAY COMPANY

FOR THE PERIOD ENDING SEPTEMBER 20, 1901.

[Commenced operation June 18, 1901. Consolidated with the Lexington & Boston September 20, 1901.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|-------------|
| Gross earnings from operation, | \$3,256 45 |
| Operating expenses, | 2,668 40 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$588 05 |
| Surplus for the period ending September 20, 1901, | \$588 05 |
| TOTAL SURPLUS SEPTEMBER 20, 1901, | \$588 05 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$3,256 45 |
| GROSS EARNINGS FROM OPERATION, | \$3,256 45 |
| EXPENSES OF OPERATION. | |
| General expenses: salaries of general officers and clerks, | \$250 00 |
| Transportation expenses: | |
| Cost of electric motive power, | 1,200 00 |
| Wages and compensation of persons employed in conducting transportation, | 1,218 40 |
| TOTAL OPERATING EXPENSES, | \$2,668 40 |
| GENERAL BALANCE SHEET SEPTEMBER 20, 1901. | |
| ASSETS. | Dr. |
| Cost of railway: | |
| Roadbed and tracks, | \$42,962 05 |
| Electric line construction, including poles, wiring, feeder lines, etc., | 8,884 27 |
| Interest accrued during construction of railway, | 26 24 |
| Engineering and other expenses incident to construction, | 374 50 |
| TOTAL COST OF RAILWAY OWNED, | \$52,247 06 |

| | | |
|---|-------------|-------------|
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, | \$7,276 31 | |
| Electric equipment of same, | 7,276 30 | |
| TOTAL COST OF EQUIPMENT OWNED, | | \$14,552 61 |
| Cost of land and buildings: land necessary for operation of railway, | | 2,716 15 |
| TOTAL PERMANENT INVESTMENTS, | | \$69,515 82 |
| Cash and current assets: | | |
| Cash, | \$3,984 18 | |
| Bills and accounts receivable, | 1,500 00 | |
| Other cash and current assets: cash due from Lexington & Boston Street Railway Company from passenger receipts, | 588 05 | |
| TOTAL CASH AND CURRENT ASSETS, | | 6,072 23 |
| TOTAL, | | \$75,588 05 |
| LIABILITIES. | | Cr. |
| Capital stock, | | \$75,000 00 |
| Profit and loss balance (surplus), | | 588 05 |
| TOTAL, | | \$75,588 05 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$75,000 00 | |
| Capital stock authorized by votes of company, | 75,000 00 | |
| Capital stock issued and outstanding, | | \$75,000 00 |
| Number of shares issued and outstanding, | 750 | |
| Number of stockholders, | 17 | |
| Number of stockholders in Massachusetts, | 17 | |
| Amount of stock held in Massachusetts, | \$75,000 00 | |

VOLUME OF TRAFFIC, ETC.

| | |
|--|--------|
| Number of passengers paying revenue carried during the year, | 66,333 |
| Number carried per mile of main railway track operated, | 21,261 |
| Number of car miles run, | 30,000 |
| Average number of persons employed, | 8 |
| Company commenced operation June 18, 1901. | . |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|--------------------------------|------------------------------|------------------------|---------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | |
| Box passenger cars, | 2 | 2 | 2 | 5 |
| Open passenger cars, | 3 | 3 | - | 5 |
| TOTAL, | 5 | 5 | 2 | 10 |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|--------------|
| Length of railway line, | 3.120 miles. |
| Length of sidings, switches, etc., | .108 " |
| Total, computed as single track, | 3.228 " |

Names of the several cities and towns in which the railways operated by the company are located: Woburn.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WOBURN & BOSTON STREET RAILWAY COMPANY,
53 TREMONT STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Chas. F. Woodward, *President*, Wakefield, Mass. Wm. Lincoln Crosby, *Treasurer*, 17 Temple Place, Boston, Mass. E. M. Southworth, *Clerk of Corporation*, Wakefield, Mass. W. H. Greene, *General Manager and Superintendent*, Lexington, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Chas. F. Woodward, Wakefield, Mass. E. M. Southworth, Wakefield, Mass. Wm. Lincoln Crosby, Brookline, Mass. G. Fred Simpson, Newton, Mass. John W. Morrison, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

WM. LINCOLN CROSBY,
CHAS. F. WOODWARD,
JOHN W. MORRISON,
Directors.
WM. LINCOLN CROSBY,
Treasurer.
W. H. GREENE,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. NOV. 11, 1901. Then personally appeared the above-named Wm. Lincoln Crosby, Chas. F. Woodward, John W. Morrison and W. H. Greene, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JEROME C. SMITH,
Justice of the Peace.

REPORT

OF THE

WOONSOCKET STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|-------------|
| Gross earnings from operation, | \$97,692 15 |
| Operating expenses, | 66,114 65 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$31,577 50 |
| Charges upon income accrued during the year: | |
| Interest on funded debt, | \$9,250 01 |
| Interest and discount on unfunded debts and loans, | 12,205 82 |
| Taxes, State and local, | 3,174 90 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 24,630 73 |
| Surplus for the year ending September 30, 1901, | \$6,946 77 |
| Amount of deficit September 30, 1900, | 60,118 43 |
| TOTAL DEFICIT SEPTEMBER 30, 1901, | \$53,171 66 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$97,094 23 |
| Receipts from carriage of mails, | 357 92 |
| Receipts from advertising in cars, | 240 00 |
| GROSS EARNINGS FROM OPERATION, | \$97,692 15 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks, | \$780 00 |
| Legal expenses, | 400 00 |
| Insurance, | 4,530 00 |
| Other general expenses: oil, fuel, salt, etc., | 3,656 78 |
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | 3,623 98 |
| Repair of electric line construction, | 44 08 |
| Removal of snow and ice, | 516 00 |
| Repair of buildings, | 246 85 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | 3,362 50 |
| Repair of electric equipment of cars, | 2,646 69 |
| Renewal of horses, harnesses, shoeing, etc., | 41 65 |
| Provender and stabling for horses, | 373 21 |

| | | |
|--|----------------|---------------------|
| Transportation expenses: | | |
| Cost of electric motive power, | | \$12,428 76 |
| Wages and compensation of persons employed in conducting transportation, | | 31,453 90 |
| Damages for injuries to persons and property, | | 1,043 63 |
| Rentals of buildings and other property, | | 470 74 |
| Other transportation expenses: advertising, time tables, etc., | | 495 88 |
| TOTAL OPERATING EXPENSES, | | \$66,114 65 |
| PROPERTY ACCOUNTS. | | |
| Additions to railway: | | |
| Extension of tracks and new electric line construction (length, 8,210 feet), | \$23,060 15 | |
| Other additions to railway: new tools, | 381 74 | |
| TOTAL ADDITIONS TO RAILWAY, | | \$23,441 89 |
| Additions to equipment: additional cars (4 in number) and electric equipment of same, | | 15,403 90 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | | \$38,845 79 |
| Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): sold old motors and brass, | | 215 04 |
| NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, | | \$38,630 75 |
| GENERAL BALANCE SHEET SEPTEMBER 30, 1901. | | |
| | ASSETS. | DR. |
| Cost of railway: | | |
| Roadbed and tracks, | \$317,866 64 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 51,737 32 | |
| Other items of railway cost: tools and construction supplies, | 6,281 80 | |
| TOTAL COST OF RAILWAY OWNED, | | \$375,885 76 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, | \$98,278 06 | |
| Horses, | 2,021 68 | |
| Other items of equipment: registers, punches, clocks, etc., | 2,041 76 | |
| TOTAL COST OF EQUIPMENT OWNED, | | 102,341 50 |
| Cost of land and buildings: buildings necessary for operation of railway (charged last year to equipment), | | 11,989 62 |
| TOTAL PERMANENT INVESTMENTS, | | \$490,216 88 |
| Cash and current assets: | | |
| Bills and accounts receivable, | \$4,635 30 | |
| Other cash and current assets: prepaid insurance, | 3,457 05 | |
| TOTAL CASH AND CURRENT ASSETS, | | 8,092 35 |
| Profit and loss balance (deficit), | | 53,171 66 |
| TOTAL, | | \$551,480 89 |

| LIABILITIES. | | Cr. | |
|--|--------------|-----|---------------------|
| Capital stock, | | | \$300,000 00 |
| Funded debt, | | | 185,000 00 |
| Current liabilities: | | | |
| Loans and notes payable, | \$44,619 88 | | |
| Audited vouchers and accounts, | 19,548 51 | | |
| TOTAL CURRENT LIABILITIES, | | | 64,168 39 |
| Accrued liabilities: interest accrued and not yet due, | | | 2,312 50 |
| TOTAL, | | | \$551,480 89 |
| CAPITAL STOCK. | | | |
| Capital stock authorized by law, | \$400,000 00 | | |
| Capital stock authorized by votes of company, | 300,000 00 | | |
| Capital stock issued and outstanding, | | | \$300,000 00 |
| Number of shares issued and outstanding, | 3,000 | | |
| Number of stockholders, | 19 | | |
| Number of stockholders in Massachusetts, | 13 | | |
| Amount of stock held in Massachusetts, | \$281,700 00 | | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|---------------------------|-------------------|-------------------|---------------------|--------------------------------|
| | Per Cent. | | | |
| Mortgage bonds, | 5 | July 1, 1913, | \$185,000 00 | \$9,250 01 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|-----------|
| Number of passengers paying revenue carried during the year, | 1,940,760 |
| Number carried per mile of main railway track operated, | 96,632 |
| Number of car miles run, | 373,395 |
| Average number of persons employed, | 75 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Not Equipped. | Total Passenger Cars. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|----------------------------------|------------------------------|---------------|-----------------------|------------------------|---------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | | | |
| Box passenger cars, | 12 | - | 12 | 2 | 12 | - |
| Open passenger cars, | 17 | 4 | 21 | - | - | - |
| TOTAL, | 29 | 4 | 33 | 2 | 12 | 54 |
| CARS — OTHER SERVICE. | | | | | | |
| Platform freight cars, | 2 | - | - | - | - | - |
| Snow ploughs, | 3 | - | - | - | - | 3 |

MISCELLANEOUS EQUIPMENT.

| | |
|---|---|
| Carts and snow sleds (2 carts, 1 sled), | 3 |
| Other railway rolling stock: 2 tower wagons, 1 water cart, 1 lumber wagon, 1 platform wagon, 1 express, 1 reach, . | 7 |
| Horses, | 3 |
| Harnesses (double, 1; single, 2), | 3 |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|---------------|
| Length of railway line, | 20.084 miles. |
| Length of sidings, switches, etc., | .838 " |
| Total, computed as single track, | 20.922 " |

RAILWAY LOCATED OUTSIDE OF MASSACHUSETTS.

| | |
|--|---------------|
| Length of railway line, | 16.889 miles. |
| Length of sidings, switches, etc., | .822 " |
| Total, computed as single track, | 17.711 " |

Names of the several cities and towns in which the railways operated by the company are located: Woonsocket, Cumberland, North Smithfield, R. I., and Blackstone, Mass.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|---|----------------------------------|----------|
| | Railroad. | Railway. |
| Crossing of company's railway with railroads at grade (1 in number), viz.: With New York, New Haven & Hartford Railroad, Midland Division, North Main Street, Woonsocket, R. I., | 3 | 1 |

Number of above crossings at which *frogs* are inserted in the tracks, . . . 1

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BE- YOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | - | - | 7 | - | 7 |
| Employees, | - | - | - | 1 | - | 1 |
| Other persons, | - | - | - | 1 | - | 1 |
| TOTALS, | - | - | - | 9 | - | 9 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WOONSOCKET STREET RAILWAY COMPANY,

6 SOUTH MAIN STREET, WOONSOCKET, R. I.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Edgar K. Ray, *President and General Manager*, Woonsocket, R. I. Walter Whittlesey, *Treasurer*, Chelsea, Mass. Willard Kent, *Clerk of Corporation*, Woonsocket, R. I. John J. Heffernan, *General Counsel*, Woonsocket, R. I. Herbert M. Young, *Superintendent*, Woonsocket, R. I.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Edgar K. Ray, Franklin, Mass. Walter Whittlesey, Chelsea, Mass. Thomas Martin, Chelsea, Mass. Willard Kent, Woonsocket, R. I. Edward H. Rathbun, Woonsocket, R. I. Henry L. Whittlesey, West Newton, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

EDGAR K. RAY,
WALTER WHITTLESEY,
WILLARD KENT,
EDWARD H. RATHBUN,
THOMAS MARTIN,
HENRY L. WHITTLESEY,
Directors.
WALTER WHITTLESEY,
Treasurer.
HERBERT M. YOUNG,
Superintendent.

STATE OF RHODE ISLAND.

PROVIDENCE, ss. OCT. 12, 1901. Then personally appeared the above-named Edgar K. Ray, Walter Whittlesey, Willard Kent, Edward H. Rathbun and Herbert M. Young, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JOHN J. HEFFERNAN,
Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. OCT. 25, 1901. Then personally appeared the above-named Thomas Martin and Henry L. Whittlesey, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WENDELL P. MURRAY,
Justice of the Peace.

REPORT

OF THE

WORCESTER & BLACKSTONE VALLEY STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|-------------|
| Gross earnings from operation, | \$32,219 20 |
| Operating expenses, | 27,758 47 |
| NET EARNINGS FROM OPERATION, | \$4,460 73 |
| Miscellaneous income: rent, | 10 00 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$4,470 73 |
| Charges upon income accrued during the year: | |
| Taxes, State and local, | \$807 63 |
| Taxes, commutation, | 187 17 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 994 80 |
| Surplus for the year ending September 30, 1901, | \$3,475 93 |
| Amount of surplus September 30, 1900, | 245 83 |
| TOTAL SURPLUS SEPTEMBER 30, 1901, | \$3,721 76 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$32,219 20 |
| GROSS EARNINGS FROM OPERATION, | \$32,219 20 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks, | \$2,175 00 |
| General office expenses and supplies, | 1,072 83 |
| Legal expenses, | 321 52 |
| Insurance, | 109 49 |
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | 4,113 28 |
| Repair of electric line construction, | 214 40 |
| Removal of snow and ice, | 375 34 |
| Repair of buildings, | 156 90 |

| | |
|--|--------------------|
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | \$1,680 98 |
| Repair of electric equipment of cars, | 1,508 95 |
| Provender and stabling for horses, | 113 10 |
| Transportation expenses: | |
| Cost of electric motive power, | 6,459 08 |
| Wages and compensation of persons employed in conducting transportation, | 7,681 05 |
| Damages for injuries to persons and property, | 276 55 |
| Rentals of buildings and other property, | 1,500 00 |
| TOTAL OPERATING EXPENSES, | \$27,758 47 |

PROPERTY ACCOUNTS.

| | | |
|---|-------------|---------------------|
| Additions to railway: | | |
| Extension of tracks (length, 19,933 feet), | \$55,156 55 | |
| New electric line construction (length, 19,933 feet), | 11,137 37 | |
| Other additions to railway: | | |
| Engineering and other expenses, | 2,236 77 | |
| Paid on account extension Milbury to Worcester, | 68,078 63 | |
| | | \$136,609 32 |
| Less amount in last year's report as in process of construction, | | 45,409 04 |
| TOTAL ADDITIONS TO RAILWAY, | | \$91,200 28 |
| Additions to equipment: | | |
| Additional cars (10 in number), | \$19,674 61 | |
| Electric equipment of same, | 18,168 41 | |
| Other additional rolling stock and vehicles: | | |
| snow plough, | 2,023 39 | |
| Other additions to equipment: tools, | 234 35 | |
| TOTAL ADDITIONS TO EQUIPMENT, | | 40,100 76 |
| Additions to land and buildings: | | |
| Additional land necessary for operation of railway, | \$325 00 | |
| New electric power stations, including machinery, etc. (paid on account), | 60,283 68 | |
| Other new buildings necessary for operation of railway, | 2,277 24 | |
| TOTAL ADDITIONS TO LAND AND BUILDINGS, | | 62,885 92 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | | \$194,186 96 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1901.

| | ASSETS. | DR. |
|--|-------------|-----|
| Cost of railway: | | |
| Purchase of railway, | \$31,000 00 | |
| Roadbed and tracks, | 104,562 62 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 21,087 60 | |
| Interest accrued during construction of railway, | 8,675 54 | |

| | | |
|--|--------------|---------------------|
| Cost of railway — <i>Concluded.</i> | | |
| Engineering and other expenses incident to construction, | \$9,457 92 | |
| Other items of railway cost: in process of construction, | 68,078 63 | |
| TOTAL COST OF RAILWAY OWNED, | | \$242,862 31 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, | \$31,750 66 | |
| Electric equipment of same, | 23,207 01 | |
| Other items of equipment: tools, | 347 63 | |
| TOTAL COST OF EQUIPMENT OWNED, | | 55,305 30 |
| Cost of land and buildings: | | |
| Land necessary for operation of railway, | \$3,454 37 | |
| Electric power stations, including equipment (in process of building), | 60,283 68 | |
| Other buildings necessary for operation of railway (car barn), | 4,477 24 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | 68,215 29 |
| Other permanent property: office fixtures, | | 50 00 |
| TOTAL PERMANENT INVESTMENTS, | | \$366,432 90 |
| Cash and current assets: | | |
| Cash, | \$5,315 91 | |
| Bills and accounts receivable, | 275 13 | |
| TOTAL CASH AND CURRENT ASSETS, | | 5,591 04 |
| Miscellaneous assets: | | |
| Materials and supplies, | \$892 34 | |
| Other assets and property: unexpired insurance, | 523 40 | |
| TOTAL MISCELLANEOUS ASSETS, | | 1,415 74 |
| TOTAL, | | \$373,439 68 |
| LIABILITIES. | | CR. |
| Capital stock, | | \$60,000 00 |
| Current liabilities: | | |
| Loans and notes payable, | \$301,517 04 | |
| Audited vouchers and accounts, | 16 00 | |
| Dividends not called for, | 36 00 | |
| TOTAL CURRENT LIABILITIES, | | 301,569 04 |
| Accrued liabilities: interest accrued and not yet due, | | 8,148 88 |
| Profit and loss balance (surplus), | | 3,721 76 |
| TOTAL, | | \$373,439 68 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$60,000 00 | |
| Capital stock authorized by votes of company, | 60,000 00 | |
| Capital stock issued and outstanding, | | \$60,000 00 |
| Number of shares issued and outstanding, | 600 | |
| Number of stockholders, | 18 | |
| Number of stockholders in Massachusetts, | 18 | |
| Amount of stock held in Massachusetts, | \$60,000 00 | |

VOLUME OF TRAFFIC, ETC.

| | |
|--|---------|
| Number of passengers paying revenue carried during the year, | 644,384 |
| Number carried per mile of main railway track operated, . | 59,831 |
| Number of car miles run, | 166,867 |
| Average number of persons employed, | 40 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Not Equipped. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|----------------------------------|---------------------------------|---------------|---------------------------|------------------------------------|-------------------|
| CARS—PASSENGER SERVICE. | | | | | |
| Box passenger cars, | 6 | - | 6 | 6 | 16 |
| Open passenger cars, | 10 | - | 10 | - | 32 |
| TOTAL, | 16 | - | 16 | 6 | 48 |
| CARS—OTHER SERVICE. | | | | | |
| Platform freight cars, | - | 1 | - | - | - |
| Work cars, | 1 | - | 1 | - | 2 |
| TOTAL, | 1 | 1 | 1 | - | 2 |
| Snow ploughs, | - | 2 | - | - | - |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|---------------|
| Length of railway line, | 10.770 miles. |
| Length of sidings, switches, etc., | .330 " |
| Total, computed as single track, | 11.100 " |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|-------------|
| Length of railway line, | .840 miles. |
|-----------------------------------|-------------|

Names of the several cities and towns in which the railways operated by the company are located: Worcester, Millbury, Sutton, Grafton and North-bridge.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|---|----------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of company's railway with railroads at grade (1 in number), viz.: | | |
| With New York, New Haven & Hartford Railroad, | 1 | 1 |

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | - | - | - | - | - |
| Employees, | - | - | - | - | - | - |
| Other persons, | - | - | - | 3 | - | 3 |
| TOTALS, | - | - | - | 3 | - | 3 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WORCESTER & BLACKSTONE VALLEY STREET RAILWAY COMPANY,
WORCESTER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Matthew J. Whittall, *President*, Worcester, Mass. Alfred Thomas, *Vice-President and Treasurer*, Worcester, Mass. Willard E. Ballou, *Clerk of Corporation*, Worcester, Mass. Blackmer & Vaughan, *General Counsel*, Worcester, Mass. Jas. W. Anderson, *Superintendent*, Millbury, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Matthew J. Whittall, Worcester, Mass. Alfred Thomas, Worcester, Mass. Fred. W. Moore, Millbury, Mass. Thomas Wilmarth, Saundersville, Mass. Willard E. Ballou, Worcester, Mass. Matthew Percival Whittall, Worcester, Mass. Louis E. Chase, Wilkinsonville, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

MATTHEW J. WHITTALL,
ALFRED THOMAS,
FRED. W. MOORE,
THOMAS WILMARTH,
WILLARD E. BALLOU,
MATTHEW PERCIVAL WHITTALL,
LOUIS E. CHASE,
Directors.
ALFRED THOMAS,
Treasurer.
JAMES W. ANDERSON,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. WORCESTER, Nov. 8, 1901. Then personally appeared the above-named Matthew J. Whittall, Alfred Thomas, Fred. W. Moore, Thomas Wilmarth, Willard E. Ballou, Matthew Percival Whittall, Louis E. Chase and James W. Anderson, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

THOMAS H. SULLIVAN,

Justice of the Peace.

REPORT

OF THE

WORCESTER & CLINTON STREET RAILWAY COMPANY

FOR THE PERIOD ENDING OCTOBER 17, 1900.

[Consolidated with the Leominster & Clinton October 17, 1900.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|------------|
| Gross earnings from operation, | \$1,762 32 |
| Operating expenses, | 1,493 39 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$268 93 |
| Charges upon income accrued during the year : | |
| Interest on funded debt, | \$267 75 |
| Interest and discount on unfunded debts and loans, | 108 61 |
| Taxes, State and local, | \$120 89 |
| Taxes, commutation, | 15 64 |
| | 136 53 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 512 89 |
| Deficit for the period ending October 17, 1900, | \$243 96 |
| Amount of surplus September 30, 1900, | 2,882 09 |
| TOTAL SURPLUS OCTOBER 17, 1900, | \$2,638 13 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$1,743 45 |
| Receipts from advertising in cars, | 18 87 |
| GROSS EARNINGS FROM OPERATION, | \$1,762 32 |
| EXPENSES OF OPERATION. | |
| General expenses : | |
| Salaries of general officers and clerks, | \$72 87 |
| Insurance, | 32 00 |
| Maintenance of roadway and buildings : | |
| Repair of roadbed and track, | 19 00 |
| Repair of electric line construction, | 5 60 |
| Maintenance of equipment : | |
| Repair of cars and other vehicles, | 238 61 |
| Repair of electric equipment of cars, | 159 10 |

| | |
|--|-------------------|
| Transportation expenses: | |
| Cost of electric motive power, | \$278 10 |
| Wages and compensation of persons employed in conducting transportation, | 688 11 |
| TOTAL OPERATING EXPENSES, | \$1,493 39 |

GENERAL BALANCE SHEET OCTOBER 17, 1900.

| ASSETS. | | DR. |
|--|--------------|---------------------|
| Cost of railway: | | |
| Roadbed and tracks, | \$165,505 73 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 47,642 91 | |
| Interest accrued during construction of railway, | 4,151 91 | |
| Engineering and other expenses incident to construction, | 9,002 31 | |
| TOTAL COST OF RAILWAY OWNED, | | \$226,302 86 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, | \$16,105 66 | |
| Electric equipment of same, | 12,615 58 | |
| Other items of equipment: 2 snow ploughs and construction car, | 4,155 35 | |
| TOTAL COST OF EQUIPMENT OWNED, | | 32,876 59 |
| Cost of land and buildings: | | |
| Land necessary for operation of railway, | \$2,008 50 | |
| Electric power stations, including equipment, | 42,082 42 | |
| Other buildings necessary for operation of railway, | 5,144 04 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | 49,234 96 |
| Other permanent property: | | |
| Telephone system, | \$350 00 | |
| Tools and office furniture, | 767 75 | |
| TOTAL COST OF OTHER PERMANENT PROPERTY OWNED, | | 1,117 75 |
| TOTAL PERMANENT INVESTMENTS, | | \$309,532 16 |
| Cash and current assets: | | |
| Cash, | \$4,886 33 | |
| Sinking and other special funds, | 200 00 | |
| TOTAL CASH AND CURRENT ASSETS, | | 5,086 33 |
| Miscellaneous assets: | | |
| Materials and supplies, | \$2,609 99 | |
| Other assets and property: prepaid insurance, | 444 81 | |
| TOTAL MISCELLANEOUS ASSETS, | | 3,054 80 |
| TOTAL, | | \$317,673 29 |
| LIABILITIES. | | CR. |
| Capital stock, | | \$150,000 00 |
| Funded debt, | | 115,000 00 |

| | | |
|---|--------------|---------------------|
| Current liabilities : | | |
| Loans and notes payable, | \$46,000 00 | |
| Audited vouchers and accounts, | 2,193 38 | |
| TOTAL CURRENT LIABILITIES, | | \$48,193 38 |
| Accrued liabilities : | | |
| Interest accrued and not yet due, | \$1,705 25 | |
| Taxes accrued and not yet due, | 136 53 | |
| TOTAL ACCRUED LIABILITIES, | | 1,841 78 |
| Profit and loss balance (surplus), | | 2,638 13 |
| TOTAL, | | \$317,673 29 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$150,000 00 | |
| Capital stock authorized by votes of company, | 150,000 00 | |
| Capital stock issued and outstanding, | | \$150,000 00 |
| Number of shares issued and outstanding, | 1,500 | |
| Number of stockholders, | 16 | |
| Number of stockholders in Massachusetts, | 16 | |
| Amount of stock held in Massachusetts, | \$150,000 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|--------------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| Five per cent gold bonds (20 years), | Per Cent. 5 | Jan. 1, 1919, | \$115,000 00 | \$5,750 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|--------|
| Number of passengers paying revenue carried during the year, | 36,062 |
| Number carried per mile of main railway track operated, . | 3,231 |
| Number of car miles run, | 13,457 |
| Average number of persons employed, | 37 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Equipped with Tenders. | Equipped with Electric Heaters. | Number of Motors. |
|--------------------------------|------------------------------|------------------------|---------------------------------|-------------------|
| CARS—PASSENGER SERVICE. | | | | |
| Box passenger cars, | 7 | 7 | 7 | 14 |
| Open passenger cars, | 6 | 6 | — | 12 |
| TOTAL, | 13 | 13 | 7 | 26 |
| CARS—OTHER SERVICE. | | | | |
| Work cars, | 2 | — | — | — |

MISCELLANEOUS EQUIPMENT.

| | |
|--|---|
| Highway vehicles: tower wagon, | 1 |
|--|---|

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|---------------|
| Length of railway line, | 11.160 miles. |
| Length of sidings, switches, etc., | .418 " |
| Total, computed as single track, | 11.578 " |

Names of the several cities and towns in which the railways operated by the company are located: Worcester, Shrewsbury, Boylston and Clinton.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WORCESTER & CLINTON STREET RAILWAY COMPANY,
WORCESTER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

James A. Parker, *President*, Boston, Mass. Justin W. Lester, *Treasurer*, Worcester, Mass. Andrew J. Peters, *Secretary*, Boston, Mass. George H. Burgess, *Superintendent*, Leominster, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

James A. Parker, Boston, Mass. Francis R. Hart, Boston, Mass. Andrew J. Peters, Boston, Mass. Samuel E. Winslow, Worcester, Mass. Bentley W. Warren, Boston, Mass. Irvin McDowell Garfield, Boston, Mass. Frederick W. Kendrick, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

JAMES A. PARKER,
FRANCIS R. HART,
ANDREW J. PETERS,
BENTLEY W. WARREN,
IRVIN MCDOWELL GARFIELD,
FREDERICK W. KENDRICK,
Directors.
JUSTIN W. LESTER,
Treasurer.
GEO. H. BURGESS,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 15, 1901. Then personally appeared the above-named James A. Parker, Francis R. Hart, Justin W. Lester and Frederick W. Kendrick, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GEORGE H. BUTTERS,
Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 15, 1901. Then personally appeared the above-named Bentley W. Warren, Irvin McDowell Garfield and Andrew J. Peters, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ALEXANDER WHITESIDE, JR.,
Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. Nov. 15, 1901. Then personally appeared the above-named George H. Burgess, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

CHANDLER BULLOCK,
Justice of the Peace.

REPORT

OF THE

WORCESTER CONSOLIDATED STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|----------------|
| Gross earnings from operation, | \$1,031,235 32 |
| Operating expenses, | 701,060 66 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$330,174 66 |
| Charges upon income accrued during the year : | |
| Interest on funded debt, | \$52,262 50 |
| Interest and discount on unfunded debts and loans, | 36,140 43 |
| Taxes, State and local, | \$28,382 42 |
| Taxes, commutation, | 23,583 49 |
| | 51,965 91 |
| Rentals of leased railways : | |
| North End Street Railway, | \$8,000 00 |
| Worcester & Shrewsbury Street Railway, | 1,000 00 |
| Worcester & Shrewsbury Railroad, | 3,750 00 |
| | 12,750 00 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 153,118 84 |
| NET DIVISIBLE INCOME, | \$177,055 82 |
| Dividends declared (6 per cent), | 153,000 00 |
| Surplus for the year ending September 30, 1901, | \$24,055 82 |
| Amount of surplus September 30, 1900, | 116,325 06 |
| Credits to profit and loss account during the year : | |
| Worcester & Suburban Street Railway Company, | \$9,423 19 |
| Worcester & Marlborough Street Railway Company, \$21,214.48; premium on stock, \$672.96; sinking fund, \$4,000; bond premium, \$80.45, | 92,590 93 |
| TOTAL CREDITS, | \$102,014 12 |

| | | |
|--|----------------|--------------|
| Debits to profit and loss account during the year: | | |
| Leominster & Clinton Street Railway Company, . . . | \$10,071 99 | |
| Bond premium, \$2,531.86; United States government account, \$151.35; taxes, \$1,133.89, . . . | 3,817 10 | |
| City snow bills, \$1,609.47; sinking fund interest, \$48.02, . . . | 1,657 49 | |
| TOTAL DEBITS, | 15,546 58 | |
| NET AMOUNT CREDITED TO PROFIT AND LOSS, . . . | | \$86,467 54 |
| TOTAL SURPLUS SEPTEMBER 30, 1901, | | \$226,848 42 |
| EARNINGS FROM OPERATION. | | |
| Receipts from passengers carried, | \$1,023,082 92 | |
| Receipts from carriage of mails, | 2,028 99 | |
| Receipts from tolls for use of tracks by other companies, . . | 2,422 04 | |
| Receipts from advertising in cars, | 3,122 63 | |
| Receipts from interest on deposits, | 578 74 | |
| GROSS EARNINGS FROM OPERATION, | \$1,031,235 32 | |
| EXPENSES OF OPERATION. | | |
| General expenses: | | |
| Salaries of general officers and clerks, | \$34,851 98 | |
| General office expenses and supplies, | 4,390 93 | |
| Legal expenses, | 2,637 00 | |
| Insurance, | 11,171 99 | |
| Other general expenses, | 8,978 63 | |
| Maintenance of roadway and buildings: | | |
| Repair of roadbed and track, | 40,535 84 | |
| Repair of electric line construction, | 15,895 44 | |
| Removal of snow and ice, | 3,287 16 | |
| Repair of buildings, | 4,046 06 | |
| Maintenance of equipment: | | |
| Repair of cars and other vehicles, | 60,497 36 | |
| Repair of electric equipment of cars, | 55,008 02 | |
| Renewal of horses, harnesses, shoeing, etc., | 657 02 | |
| Provender and stabling for horses, | 2,255 28 | |
| Transportation expenses: | | |
| Cost of electric motive power, | 125,824 58 | |
| Wages and compensation of persons employed in conducting transportation, | 234,563 46 | |
| Damages for injuries to persons and property, | 32,669 67 | |
| Tolls for trackage over other railways, | 1,969 03 | |
| Rentals of buildings and other property, | 55,908 *50 | |
| Other transportation expenses, | 5,912 71 | |
| TOTAL OPERATING EXPENSES, | \$701,060 66 | |

PROPERTY ACCOUNTS.

Additions to railway:

Extension of tracks:

| | |
|--|--------------|
| Worcester Consolidated Street Railway Company (2,963 feet new track, also new turn-outs and special work, also \$70,712.47 heretofore considered as improvement of track account), . . . | \$100,674 99 |
| Property of Worcester & Suburban Street Railway Company, | 366,951 74 |
| Property of Worcester & Marlborough Street Railway Company, | 234,808 19 |
| Property of Leominster & Clinton Street Railway Company, | 488,556 24 |

\$1,190,991 16

Line construction:

| | |
|--|-------------|
| Worcester Consolidated Street Railway Company (92,460 feet feed wire), . . . | \$25,347 57 |
| Property of Worcester & Suburban Street Railway Company, | 79,512 32 |
| Property of Worcester & Marlborough Street Railway Company, | 52,327 98 |
| Property of Leominster & Clinton Street Railway Company, | 125,578 27 |

282,766 14

Engineering:

| | |
|---|-----------|
| Worcester Consolidated Street Railway Company, | \$627 73 |
| Property of Worcester & Suburban Street Railway Company, | 17,669 34 |
| Property of Worcester & Marlborough Street Railway Company, | 84 20 |
| Property of Leominster & Clinton Street Railway Company, | 32,621 78 |

51,003 05

Interest accrued during construction: property of Leominster & Clinton Street Railway Company,

8,081 58

State highway:

| | |
|---|------------|
| Worcester Consolidated Street Railway Company, | \$2,821 84 |
| Property of Worcester & Marlborough Street Railway Company, | 10,685 67 |

13,507 51

TOTAL ADDITIONS TO RAILWAY,

\$1,546,349 44

Additions to equipment:

Cars:

| | |
|---|-------------|
| Worcester Consolidated Street Railway Company (29 cars), | \$91,492 21 |
| Property of Worcester & Suburban Street Railway Company, | 143,423 94 |
| Property of Worcester & Marlborough Street Railway Company, | 24,798 65 |
| Property of Leominster & Clinton Street Railway Company, | 69,881 59 |

\$329,596 39

Electrical equipment:

| | |
|--|--------------|
| Worcester Consolidated Street Railway Company, | \$107,576 19 |
| Property of Worcester & Suburban Street Railway Company, | 153,423 94 |

| | | |
|---|--------------|----------------|
| Additions to equipment — <i>Concluded.</i> | | |
| Electrical equipment — <i>Concluded.</i> | | |
| Property of Worcester & Marlborough Street Railway Company, | \$34,520 64 | |
| Property of Leominster & Clinton Street Railway Company, | 59,367 54 | |
| | | \$354,888 31 |
| Equipment of other articles : | | |
| Worcester Consolidated Street Railway Company, | \$9,320 40 | |
| Property of Worcester & Suburban Street Railway Company, | 6,071 36 | |
| Property of Worcester & Marlborough Street Railway Company, | 650 00 | |
| Property of Leominster & Clinton Street Railway Company, | 18,193 93 | |
| | | 34,235 69 |
| TOTAL ADDITIONS TO EQUIPMENT, | | \$718,720 39 |
| Additions to land and buildings : | | |
| Land : | | |
| Worcester Consolidated Street Railway Company, | \$23,434 64 | |
| Property of Worcester & Suburban Street Railway Company, | 12,675 47 | |
| Property of Worcester & Marlborough Street Railway Company, | 19,322 13 | |
| Property of Leominster & Clinton Street Railway Company, | 21,817 25 | |
| | | \$77,249 49 |
| Power station and equipment : | | |
| Property of Worcester & Suburban Street Railway Company, | \$184,652 14 | |
| Property of Worcester & Marlborough Street Railway Company, | 76,066 00 | |
| Property of Leominster & Clinton Street Railway Company, | 164,705 61 | |
| | | 425,423 75 |
| Other buildings : | | |
| Worcester Consolidated Street Railway Company, | \$6,759 45 | |
| Property of Worcester & Suburban Street Railway Company, | 57,166 27 | |
| Property of Leominster & Clinton Street Railway Company, | 43,230 19 | |
| | | 107,155 91 |
| TOTAL ADDITIONS TO LAND AND BUILDINGS, | | \$609,829 15 |
| Additions to other permanent property : | | |
| Parks and buildings : | | |
| Worcester Consolidated Street Railway Company, | \$998 02 | |
| Property of Worcester & Suburban Street Railway Company, | 659 66 | |
| Property of Leominster & Clinton Street Railway Company, | 42,575 21 | |
| | | \$44,232 89 |
| TOTAL ADDITIONS TO OTHER PERMANENT PROPERTY, | | \$2,919,131 87 |

| | |
|--|----------|
| Deductions from property accounts (property sold or reduced in valuation and credited to property accounts): boilers sold, | \$930 00 |
|--|----------|

| | |
|---|----------------|
| NET ADDITION TO PROPERTY ACCOUNTS FOR THE YEAR, | \$2,918,201 87 |
|---|----------------|

GENERAL BALANCE SHEET SEPTEMBER 30, 1901.

| ASSETS. | | Dr. |
|--|----------------|----------------|
| Cost of railway: | | |
| Roadbed and tracks, | \$2,264,292 20 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 421,916 35 | |
| Engineering and other expenses incident to construction, | 73,351 01 | |
| Other items of railway cost: state highway, | 64,831 77 | |
| TOTAL COST OF RAILWAY OWNED, | | \$2,824,391 33 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, | \$468,730 77 | |
| Electric equipment of same, | 511,478 84 | |
| Other items of equipment, | 102,433 67 | |
| TOTAL COST OF EQUIPMENT OWNED, | | 1,082,643 28 |
| Cost of land and buildings: | | |
| Land necessary for operation of railway, | \$153,847 81 | |
| Electric power stations, including equipment, | 424,493 75 | |
| Other buildings necessary for operation of railway, | 275,333 34 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | 853,674 90 |
| Other permanent property: parks and buildings, | | 44,232 89 |
| TOTAL PERMANENT INVESTMENTS, | | \$4,804,942 40 |
| Cash and current assets: | | |
| Cash, | \$54,942 86 | |
| Bills and accounts receivable, | 20,449 65 | |
| Sinking and other special funds, | 13,000 00 | |
| Other cash and current assets: | | |
| Reconstruction track, | 82,595 06 | |
| Prepaid fire insurance, | 18,757 17 | |
| TOTAL CASH AND CURRENT ASSETS, | | 189,744 74 |
| Miscellaneous assets: materials and supplies, | | 61,371 92 |
| TOTAL, | | \$5,056,059 06 |
| LIABILITIES. | | Cr. |
| Capital stock, | | \$2,550,000 00 |
| Funded debt, | | 1,405,000 00 |
| Real estate mortgages, | | 4,500 00 |
| Current liabilities: | | |
| Loans and notes payable, | \$560,946 00 | |
| Audited vouchers and accounts, | 288,490 68 | |
| TOTAL CURRENT LIABILITIES, | | 849,436 68 |

| | | |
|---|------------|-----------------------|
| Accrued liabilities : | | |
| Interest accrued and not yet due, | \$9,970 51 | |
| Miscellaneous accrued liabilities : accident insurance accrued, | 10,303 45 | |
| TOTAL ACCRUED LIABILITIES, | | \$20,273 96 |
| Profit and loss balance (surplus), | | 226,848 42 |
| TOTAL, | | \$5,056,059 06 |

CAPITAL STOCK.

| | | |
|---|----------------|----------------|
| Capital stock authorized by law, | \$3,550,000 00 | |
| Capital stock authorized by votes of company, | 2,550,000 00 | |
| Capital stock issued and outstanding, | | \$2,550,000 00 |
| Number of shares issued and outstanding, | 25,500 | |
| Number of stockholders, | 27 | |
| Number of stockholders in Massachusetts, | 26 | |
| Amount of stock held in Massachusetts, | \$2,549,000 00 | |

REAL ESTATE MORTGAGES.

| DESCRIPTION OF MORTGAGED PROPERTY. | Rate of Interest. | Mortgage when Due. | Amount. | Interest Paid during the Year. |
|--|-------------------|--------------------|------------|--------------------------------|
| | Per Cent. | | | |
| Land and buildings, Shrewsbury Street, | 5 | Demand, | \$4,500 00 | \$225 00 |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|--|-------------------|-------------------|-----------------------|--------------------------------|
| | Per Cent. | | | |
| First mortgage bonds, | 5 | April 1, 1917, | \$145,000 00 | \$7,250 00 |
| Fifteen-year coupon notes, | 6 | April 1, 1912, | 45,000 00 | 2,700 00 |
| Twenty-year gold bonds, | 5 | Jan. 1, 1919, | 115,000 00 | 5,750 00 |
| First mortgage bonds, | 5 | May 1, 1915, | 200,000 00 | 10,000 00 |
| First mortgage bonds, | 5 | May 1, 1917, | 200,000 00 | 10,000 00 |
| Twenty-year debenture bonds, | 4½ | 1920, | 700,000 00 | 31,500 00 |
| TOTALS, | | | \$1,405,000 00 | \$67,200 00 |

SINKING AND OTHER SPECIAL FUNDS.

| | |
|--|--------------------|
| Amount September 30, 1900, of sinking fund, | \$9,000 00 |
| Additions during the year to sinking fund, | 7,000 00 |
| TOTAL, INCLUDING ADDITIONS, | \$16,000 00 |
| Deductions during the year from sinking fund, | 3,000 00 |
| TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1901, | \$13,000 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|------------|
| Number of passengers paying revenue carried during the year, | 20,369,513 |
| Number carried per mile of main railway track operated, | 167,585 |
| Number of car miles run, | 4,629,736 |
| Average number of persons employed, | 704 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Equipped with Penders. | Equipped with Electric Heaters. | Number of Motors. |
|----------------------------------|---------------------------------|---------------------------|------------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | |
| Box passenger cars, | 158 | 158 | 158 | 641 |
| Open passenger cars, | 167 | 167 | - | - |
| TOTAL, | 325 | 325 | 158 | 641 |
| CARS — OTHER SERVICE. | | | | |
| Platform freight cars, | 3 | 3 | - | - |
| Work cars, | 4 | 4 | - | - |
| Other cars, | 6 | 6 | - | - |
| TOTAL, | 13 | 13 | - | - |
| Snow ploughs, | 29 | - | - | - |

MISCELLANEOUS EQUIPMENT.

| | |
|--|----|
| Carts and snow sleds, | 10 |
| Other highway vehicles: tower wagons, 7; express wagons, 8; road machines, 9; buggies, 7, | 31 |
| Horses, | 13 |
| Harnesses (double, 4; single, 10), | 14 |

RAILWAY OWNED, LEASED AND OPERATED (BY ELECTRIC POWER).

| RAILWAY OWNED, ETC. | Owned. | Held under Lease or Contract. | Trackage over Other Railways. | Total Owned, etc. |
|--|-------------------|-------------------------------------|-------------------------------------|-------------------------|
| Length of railway line, | Miles. 100.682 | Miles. 8.110 | Miles. .490 | Miles. 109.282 |
| Length of second main track, | 12.265 | - | - | 12.265 |
| TOTAL LENGTH OF MAIN TRACK, | 112.947 | 8.110 | .490 | 121.547 |
| Length of sidings, switches, etc., | 4.800 | 1.219 | - | 6.019 |
| TOTAL, COMPUTED AS SINGLE TRACK, | 117.747 | 9.329 | .490 | 127.566 |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|--------------|
| Length of railway line, | 9.883 miles. |
|-----------------------------------|--------------|

Names of the several cities and towns in which the railways operated by the company are located: Fitchburg, Leominster, Lancaster, Berlin, Clinton, Hudson, Boylston, Shrewsbury, Northborough, Marlborough, Westborough, Worcester, Grafton, Millbury, Leicester and Spencer.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|--|-------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of company's railway with railroads at grade (12 in number), viz.: | | |
| With New York, New Haven & Hartford Railroad, | 3 | 1 |
| With New York, New Haven & Hartford Railroad, | 2 | 1 |
| With New York, New Haven & Hartford Railroad, | 1 | 1 |
| With New York, New Haven & Hartford Railroad, | 1 | 1 |
| With Boston & Albany and New York, New Haven & Hartford Railroad, | 6 | 1 |
| With Boston & Albany and New York, New Haven & Hartford Railroad, | 10 | 1 |
| With Boston & Maine Railroad, | 3 | 1 |
| With Boston & Maine Railroad, | 3 | 2 |
| With Boston & Maine Railroad, | 2 | 1 |
| With Boston & Maine Railroad, | 3 | 2 |
| With Boston & Maine Railroad, | 3 | 1 |
| With New York, New Haven & Hartford Railroad, | 2 | 1 |
| TOTAL NUMBER OF TRACKS AT CROSSINGS, | 39 | 14 |

Number of above crossings at which *frogs* are inserted in the tracks, . . . 3

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | 21 | 1 | 33 | 1 | 54 |
| Employees, | - | 1 | - | 3 | - | 4 |
| Other persons, | - | 4 | 2 | 40 | 2 | 44 |
| TOTALS, | - | 26 | 3 | 76 | 3 | 102 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WORCESTER CONSOLIDATED STREET RAILWAY COMPANY,

WORCESTER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Francis H. Dewey, *President and General Counsel*, Worcester, Mass. A. George Bullock, *Vice-President*, Worcester, Mass. Justin W. Lester, *Treasurer and Clerk of Corporation*, Worcester, Mass. Richard T. Laffin, *General Manager*, Worcester, Mass. Herbert E. Bradford, Worcester, Mass., John B. Gorman, Worcester, Mass., and George H. Burgess, Leominster, Mass., *Superintendents*.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Francis H. Dewey, Worcester, Mass. A. George Bullock, Worcester, Mass. Stephen Salisbury, Worcester, Mass. Philip W. Moen, Worcester, Mass. Samuel E. Winslow, Worcester, Mass. Francis R. Hart, Boston, Mass. Oliver Ames, Boston, Mass. Alfred D. Foster, Boston, Mass. Frederick W. Kendrick, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

FRANCIS H. DEWEY,
FRANCIS R. HART,
A. G. BULLOCK,
STEPHEN SALISBURY,
SAMUEL E. WINSLOW,
FREDERICK W. KENDRICK,
Directors.
JUSTIN W. LESTER,
Treasurer.
RICHARD T. LAFFIN,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 15, 1901. Then personally appeared the above-named Francis R. Hart, Frederick W. Kendrick and Justin W. Lester, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GEORGE H. BUTTERS,
Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. Nov. 20, 1901. Then personally appeared the above-named Francis H. Dewey, A. G. Bullock, Samuel E. Winslow, Richard T. Laffin and Stephen Salisbury, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHANDLER BULLOCK,
Justice of the Peace.

REPORT

OF THE

WORCESTER & MARLBOROUGH STREET RAILWAY
COMPANY

FOR THE PERIOD ENDING MARCH 1, 1901.

[Consolidated with the Worcester Consolidated March 1, 1901.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|-------------|
| Gross earnings from operation, | \$23,734 85 |
| Operating expenses, | 16,808 68 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$6,926 17 |
| Charges upon income accrued during the year: | |
| Interest on funded debt, | \$4,166 65 |
| Taxes, State and local, | \$1,875 00 |
| Taxes, commutation, | 270 00 |
| | 2,145 00 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 6,311 65 |
| Surplus for the period ending March 1, 1901, | \$614 52 |
| Amount of surplus September 30, 1900, | 21,600 39 |
| Debits to profit and loss account during the year: taxes, | 1,000 43 |
| TOTAL SURPLUS MARCH 1, 1901, | \$21,214 48 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$23,347 52 |
| Receipts from carriage of mails, | 250 00 |
| Receipts from rentals of buildings and other property, | 96 00 |
| Receipts from advertising in cars, | 41 33 |
| GROSS EARNINGS FROM OPERATION, | \$23,734 85 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks, | \$1,412 51 |
| General office expenses and supplies, | 77 80 |
| Legal expenses, | 200 00 |

| | |
|---|--------------------|
| General expenses — <i>Concluded.</i> | |
| Insurance, | \$375 00 |
| Other general expenses, | 561 43 |
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | 167 79 |
| Repair of electric line construction, | 184 76 |
| Removal of snow and ice, | 864 62 |
| Repair of buildings, | 25 97 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | 1,165 33 |
| Repair of electric equipment of cars, | 350 52 |
| Transportation expenses: | |
| Cost of electric motive power, \$4,201.74; less power sold, \$128.36; net, | 4,073 38 |
| Wages and compensation of persons employed in conduct- ing transportation, | 6,065 89 |
| Damages for injuries to persons and property, | 986 24 |
| Tolls for trackage over other railways, | 208 80 |
| Other transportation expenses: miscellaneous supplies, | 88 64 |
| TOTAL OPERATING EXPENSES, | \$16,808 68 |

PROPERTY ACCOUNTS.

| | |
|--|-------------------|
| Additions to railway: State highway, | \$2,486 83 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$2,486 83 |

GENERAL BALANCE SHEET MARCH 1, 1901.

| ASSETS. | | DR. |
|---|--------------|---------------------|
| Cost of railway: | | |
| Roadbed and tracks, | \$234,808 19 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 52,327 98 | |
| Engineering and other expenses incident to construction, | 84 20 | |
| Other items of railway cost: State highway, | 10,685 67 | |
| TOTAL COST OF RAILWAY OWNED, | | \$297,906 04 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, | \$24,798 65 | |
| Electric equipment of same, | 34,520 64 | |
| Other items of equipment, | 150 00 | |
| TOTAL COST OF EQUIPMENT OWNED, | | 59,469 29 |
| Cost of land and buildings: | | |
| Land necessary for operation of railway, | \$19,322 13 | |
| Electric power stations, including equip- ment, | 76,066 00 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | 95,388 13 |
| Other permanent property: furniture and tools, | | 500 00 |
| TOTAL PERMANENT INVESTMENTS, | | \$453,263 46 |

| | | |
|--|-------------|---------------------|
| Cash and current assets: | | |
| Cash, | \$12,912 32 | |
| Bills and accounts receivable, | 344 02 | |
| Other cash and current assets: prepaid fire insurance, | 596 72 | |
| TOTAL CASH AND CURRENT ASSETS, | | \$13,853 06 |
| Miscellaneous assets: materials and supplies, | | 1,536 37 |
| TOTAL, | | \$468,652 89 |

| LIABILITIES. | | CR. |
|--|------------|---------------------|
| Capital stock, | | \$238,900 00 |
| Funded debt, | | 200,000 00 |
| Current liabilities: audited vouchers and accounts, | | 665 79 |
| Accrued liabilities: | | |
| Interest accrued and not yet due, | \$4,166 65 | |
| Taxes accrued and not yet due, | 2,330 62 | |
| Miscellaneous accrued liabilities: accident insurance accrued, | 1,375 35 | |
| TOTAL ACCRUED LIABILITIES, | | 7,872 62 |
| Profit and loss balance (surplus), | | 21,214 48 |
| TOTAL, | | \$468,652 89 |

| CAPITAL STOCK. | | |
|---|--------------|--------------|
| Capital stock authorized by law, | \$240,000 00 | |
| Capital stock authorized by votes of company, | 240,000 00 | |
| Capital stock issued and outstanding, | | \$238,900 00 |
| Number of shares issued and outstanding, | 2,389 | |
| Number of stockholders, | 18 | |
| Number of stockholders in Massachusetts, | 18 | |
| Amount of stock held in Massachusetts, | \$238,900 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|---------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| | Per Cent. | | | |
| First mortgage bonds, | 5 | May 1, 1917, | \$200,000 00 | \$10,000 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|---------|
| Number of passengers paying revenue carried during the year, | 440,494 |
| Number carried per mile of main railway track operated, | 25,374 |
| Number of car miles run, | 131,404 |
| Average number of persons employed, | 40 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|---|------------------------------|------------------------|---------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | |
| Box passenger cars, | 11 | 11 | 11 | 22 |
| Open passenger cars, | 9 | 9 | 9 | 18 |
| TOTAL, | 20 | 20 | 20 | 40 |
| CARS — OTHER SERVICE. | | | | |
| Work cars, | 1 | - | - | 2 |
| Other cars (open car bodies), | 6 | - | - | - |
| TOTAL, | 7 | - | - | 2 |
| Snow ploughs, | 3 | - | - | - |

MISCELLANEOUS EQUIPMENT.

| | |
|--|---|
| Carts and snow sleds, | 2 |
| Other highway vehicles: tower wagon, | 1 |
| Harnesses (single), | 2 |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| RAILWAY OWNED, ETC. | Owned. | Trackage over Other Railways. | Total Owned, etc. |
|--|------------------|-------------------------------|-------------------|
| Length of railway line, | Miles. 16.870 | Miles. .490 | Miles. 17.360 |
| Length of sidings, switches, etc., | .660 | - | .660 |
| TOTAL, COMPUTED AS SINGLE TRACK, | 17.530 | .490 | 18.020 |

Names of the several cities and towns in which the railways operated by the company are located: Worcester, Shrewsbury, Northborough, Marlborough, Westborough.

GRADE CROSSINGS WITH RAILROADS.

| GRADE CROSSINGS WITH RAILROADS. | NUMBER OF TRACKS AT CROSSING. | |
|---|-------------------------------|----------|
| | Railroad. | Railway. |
| Crossings of company's railway with railroads at grade (2 in number), viz.: | | |
| With New York, New Haven & Hartford Railroad, at Northborough, | 1 | 1 |
| With Boston & Maine Railroad, at Shrewsbury Street, Worcester, . | 3 | 1 |
| TOTAL NUMBER OF TRACKS AT CROSSINGS, | 4 | 2 |

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | - | - | - | - | - |
| Employees, | - | - | - | - | - | - |
| Other persons, | - | - | - | 1 | - | 1 |
| TOTALS, | - | - | - | 1 | - | 1 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WORCESTER & MARLBOROUGH STREET RAILWAY COMPANY,
WORCESTER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

G. Henry Whitcomb, *President*, Worcester, Mass. Otis E. Putnam, *Vice-President*, Worcester, Mass. Justin W. Lester, *Treasurer*, Worcester, Mass. Andrew J. Peters, *Clerk of Corporation*, Boston, Mass. H. E. Bradford, *Superintendent*, Worcester, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

G. Henry Whitcomb, Worcester, Mass. Andrew J. Peters, Boston, Mass. George L. Smith, Westborough, Mass. John C. MacInnes, Worcester, Mass. Bentley W. Warren, Boston, Mass. James A. Parker, Boston, Mass. Francis R. Hart, Boston, Mass. Otis E. Putnam, Worcester, Mass. Justin W. Lester, Worcester, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

ANDREW J. PETERS,
BENTLEY W. WARREN,
JAMES A. PARKER,
FRANCIS R. HART,
JUSTIN W. LESTER,
Directors.
JUSTIN W. LESTER,
Treasurer.
HERBERT E. BRADFORD,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 15, 1901. Then personally appeared the above-named James A. Parker, Francis R. Hart and Justin W. Lester, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GEORGE H. BUTTERS,
Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 15, 1901. Then personally appeared the above-named Bentley W. Warren, and Andrew J. Peters, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me.

ALEXANDER WHITESIDE, JR.,
Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. Nov. 18, 1901. Then personally appeared the above-named Herbert E. Bradford, who made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

CHANDLER BULLOCK,
Justice of the Peace.

REPORT

OF THE

WORCESTER, ROCHDALE & CHARLTON DEPOT STREET
RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

[Railway under construction.]

| GENERAL BALANCE SHEET SEPTEMBER 30, 1901. | | | |
|--|--|-------------|-------------|
| ASSETS. | | DR. | |
| Cost of railway: roadbed and tracks (paid on account of contract), | | | \$30,020 94 |
| Cash and current assets: cash, | | | 27,479 06 |
| TOTAL, | | | \$57,500 00 |
| LIABILITIES. | | CR. | |
| Capital stock (amount paid in), | | | \$57,500 00 |
| TOTAL, | | | \$57,500 00 |
| CAPITAL STOCK. | | | |
| Capital stock authorized by law, | | \$57,500 00 | |
| Capital stock authorized by votes of company, | | 57,500 00 | |
| Amount paid in on 1,150 shares not yet issued, | | | \$57,500 00 |
| Number of share receipts issued and outstanding, | | 1,150 | |
| Number of stockholders, | | 12 | |
| Number of stockholders in Massachusetts, | | 12 | |
| Amount of stock held in Massachusetts, | | \$57,500 00 | |

Names of the several cities and towns in which the railway owned by the company is located: Worcester, Auburn, Leicester, Oxford and Charlton.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WORCESTER, ROCHDALE & CHARLTON DEPOT STREET RAILWAY
COMPANY,

518 MAIN STREET, WORCESTER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Irving E. Comins, *President*, Worcester, Mass. William N. Howard, *Vice-President*, South Easton, Mass. Henry W. Lewis, *Treasurer and Clerk of Corporation*, 518 Main Street, Room 27, Worcester, Mass. Edmund B. Fuller, *General Counsel*, Haverhill, Mass. Abel S. Wolfe, *Auditor*, Auburn, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Irving E. Comins, Worcester, Mass. William N. Howard, South Easton, Mass. Henry W. Lewis, Worcester, Mass. Edmund B. Fuller, Haverhill, Mass. Abel S. Wolfe, Auburn, Mass. Elbridge S. Carleton, Rochdale, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

IRVING E. COMINS,
ABEL S. WOLFE,
ELBRIDGE S. CARLETON,
HENRY W. LEWIS,
HENRY W. LEWIS, *Directors.*
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. Nov. 5, 1901. Then personally appeared the above-named Irving E. Comins, Abel S. Wolfe, Elbridge S. Carleton and Henry W. Lewis, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

O. WILLIS RUGG,
Justice of the Peace.

REPORT

OF THE

WORCESTER & SHREWSBURY RAILROAD COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

[Leased to and operated by the Worcester Consolidated.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|--------------|
| Rental received from lease of railway, | \$3,750 00 |
| Income from other sources: interest, | 113 93 |
| GROSS INCOME, | \$3,863 93 |
| Expenses and charges upon income accrued during the year: | |
| Interest on funded debt, \$1,100 00 | |
| Other expenses and charges upon income: | |
| legal expenses, 260 75 | |
| TOTAL EXPENSES AND CHARGES UPON INCOME, | 1,360 75 |
| Surplus for the year ending September 30, 1901, | \$2,503 18 |
| Amount of surplus September 30, 1900, | 88,709 94 |
| TOTAL SURPLUS SEPTEMBER 30, 1901, | \$91,213 12 |
| GENERAL BALANCE SHEET SEPTEMBER 30, 1901. | |
| ASSETS. | Dr. |
| Cost of railway, | \$70,803 58 |
| Cost of equipment, | 52,710 86 |
| TOTAL PERMANENT INVESTMENTS, | \$123,514 44 |
| Cash and current assets: | |
| Cash, \$7,798 04 | |
| Bills and accounts receivable, 18,725 64 | |
| TOTAL CASH AND CURRENT ASSETS, | 26,523 68 |
| TOTAL, | \$150,038 12 |
| LIABILITIES. | Cr. |
| Capital stock, | \$36,825 00 |
| Funded debt, | 22,000 00 |
| Profit and loss balance (surplus), | 91,213 12 |
| TOTAL, | \$150,038 12 |

| CAPITAL STOCK. | | | |
|---|----------|----|-------------|
| Capital stock authorized by law, | \$40,000 | 00 | |
| Capital stock authorized by votes of company, | 36,825 | 00 | |
| Capital stock issued and outstanding, | | | \$36,700 00 |
| Amount paid in on shares not yet issued, | | | 125 00 |
| TOTAL CAPITAL STOCK LIABILITY, | | | \$36,825 00 |
| Number of shares issued and outstanding, | 367 | | |
| Number of stockholders, | 6 | | |
| Number of stockholders in Massachusetts, | 6 | | |
| Amount of stock held in Massachusetts, | \$36,825 | 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|---------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage bonds, | Per Cent. 5 | Jan. 1, 1905, | \$22,000 00 | \$1,100 00 |

RAILWAY OWNED.

| | |
|--|--------------|
| Length of railway line, | 2.700 miles. |
| Length of sidings, switches, etc., | .500 " |
| Total, computed as single track, | 3.200 " |

Names of the several cities and towns in which the railway owned by the company is located: Worcester.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WORCESTER & SHREWSBURY RAILROAD COMPANY,

WORCESTER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Horace H. Bigelow, *President*, Worcester, Mass. Irving E. Bigelow, *Treasurer and Clerk of Corporation*, Worcester, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Horace H. Bigelow, Worcester, Mass. James M. Drennan, Worcester, Mass. George A. Stevens, Worcester, Mass. Francis H. Bigelow, Worcester, Mass. Irving E. Bigelow, Shrewsbury, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

HORACE H. BIGELOW,
GEO. A STEVENS,
JAS. M. DRENNAN,
FRANCIS H. BIGELOW,
IRVING E. BIGELOW,
Directors.
IRVING E. BIGELOW,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. DEC. 2, 1901. Then personally appeared the above-named George A. Stevens, James M. Drennan, Horace H. Bigelow, Francis H. Bigelow and Irving E. Bigelow, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JAMES EARLY,
Justice of the Peace.

REPORT

OF THE

WORCESTER & SHREWSBURY STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

[Leased to and operated by the Worcester Consolidated.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|--------------------|
| Rental received from lease of railway, | \$1,000 00 |
| Dividends declared (5 per cent), | \$1,000 00 |
| Amount of surplus September 30, 1900, | \$22 05 |
| TOTAL SURPLUS SEPTEMBER 30, 1901, | \$22 05 |
| GENERAL BALANCE SHEET SEPTEMBER 30, 1901. | |
| ASSETS. | DR. |
| Cost of railway : | |
| Roadbed and tracks, | \$9,263 00 |
| Electric line construction, including poles, wiring, feeder lines, etc., | 2,137 00 |
| Interest accrued during construction of rail- way, | 300 00 |
| TOTAL COST OF RAILWAY OWNED, | \$11,700 00 |
| Cost of equipment : | |
| Cars and other rolling stock and vehicles, | \$2,800 00 |
| Electric equipment of same, | 3,500 00 |
| Other items of equipment, | 2,000 00 |
| TOTAL COST OF EQUIPMENT OWNED, | 8,300 00 |
| TOTAL PERMANENT INVESTMENTS, | \$20,000 00 |
| Cash and current assets : cash, | 22 05 |
| TOTAL, | \$20,022 05 |
| LIABILITIES. | CR. |
| Capital stock, | \$20,000 00 |
| Profit and loss balance (surplus), | 22 05 |
| TOTAL, | \$20,022 05 |

| CAPITAL STOCK. | | |
|---|-------------|-------------|
| Capital stock authorized by law, | \$20,000 00 | |
| Capital stock authorized by votes of company, | 20,000 00 | |
| Capital stock issued and outstanding, | | \$20,000 00 |
| Number of shares issued and outstanding, | 200 | |
| Number of stockholders, | 6 | |
| Number of stockholders in Massachusetts, | 6 | |
| Amount of stock held in Massachusetts, | \$20,000 00 | |

RAILWAY OWNED.

| | |
|--|-------------|
| Length of railway line, | .425 miles. |
| Length of sidings, switches, etc., | .034 " |
| Total, computed as single track, | .459 " |

Names of the several cities and towns in which the railway owned by the company is located: Worcester.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WORCESTER & SHREWSBURY STREET RAILWAY COMPANY,
WORCESTER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Horace H. Bigelow, *President and Treasurer*, Worcester, Mass. Irving E. Bigelow, *Clerk of Corporation*, Worcester, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Horace H. Bigelow, Worcester, Mass. James M. Drennan, Worcester, Mass. Julian F. Bigelow, Worcester, Mass. Francis H. Bigelow, Worcester, Mass. Irving E. Bigelow, Shrewsbury, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

HORACE H. BIGELOW,
JAS. M. DRENNAN,
FRANCIS H. BIGELOW,
IRVING E. BIGELOW,
Directors.
HORACE H. BIGELOW,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. DEC. 2, 1901. Then personally appeared the above-named Horace H. Bigelow, James M. Drennan, Francis H. Bigelow and Irving E. Bigelow, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JAMES EARLY,
Justice of the Peace.

REPORT

OF THE

WORCESTER & SOUTHBRIDGE STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

[Railway under construction.]

| GENERAL BALANCE SHEET SEPTEMBER 30, 1901. | | | |
|---|--------------|-------|--------------|
| ASSETS. | | Dr. | |
| Cost of railway: roadbed and tracks, | | | \$408,441 90 |
| Cash and current assets: cash, | | | 16,558 10 |
| TOTAL, | | | \$425,000 00 |
| LIABILITIES. | | Cr. | |
| Capital stock, | | | \$200,000 00 |
| Current liabilities: loans and notes payable, | | | 225,000 00 |
| TOTAL, | | | \$425,000 00 |
| CAPITAL STOCK. | | | |
| Capital stock authorized by law, | \$200,000 00 | | |
| Capital stock authorized by votes of company, | 200,000 00 | | |
| Capital stock issued and outstanding, | | | \$200,000 00 |
| Number of shares issued and outstanding, | | 2,000 | |
| Number of stockholders, | | 25 | |
| Number of stockholders in Massachusetts, | | 25 | |
| Amount of stock held in Massachusetts, | \$150,000 00 | | |

RAILWAY OWNED.

| | |
|-----------------------------------|---------------|
| Length of railway line, | 20.000 miles. |
|-----------------------------------|---------------|

Names of the several cities and towns in which the railway owned by the company is located: Southbridge, Charlton and Oxford.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WORCESTER & SOUTHBRIDGE STREET RAILWAY COMPANY,
518 MAIN STREET, WORCESTER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Fred Thayer, *President*, North Oxford, Mass. Edmund L. Parker, *Vice-President and Auditor*, Worcester, Mass. Wilford A. Bailey, *Treasurer, Clerk of Corporation and General Manager*, Worcester, Mass. Charles M. Thayer, *General Counsel*, Worcester, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Fred Thayer, North Oxford, Mass. Edmund L. Parker, Worcester, Mass. Wilford A. Bailey, Worcester, Mass. Edwin Bartlett, North Oxford, Mass. Fred S. Taylor, Worcester, Mass. Samuel H. Colton, Worcester, Mass. Frank D. Perry, Worcester, Mass. Calvin D. Paige, Southbridge, Mass. George W. Wells, Southbridge, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

FRED THAYER,
WILFORD A. BAILEY,
FRANK D. PERRY,
SAMUEL H. COLTON,
GEO. W. WELLS,
Directors.
WILFORD A. BAILEY,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. NOV. 5, 1901. Then personally appeared the above-named Fred Thayer, Wilford A. Bailey, Frank D. Perry, Samuel H. Colton and Geo. W. Wells, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

O. WILLIS RUGG,
Justice of the Peace.

REPORT

OF THE

WORCESTER & SUBURBAN STREET RAILWAY COMPANY

FOR THE PERIOD ENDING MARCH 1, 1901.

[Consolidated with the Worcester Consolidated March 1, 1901.]

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|--------------------|
| Gross earnings from operation, | \$63,053 81 |
| Operating expenses, | 41,905 77 |
| GROSS INCOME ABOVE OPERATING EXPENSES, . . . | \$21,150 04 |
| Charges upon income accrued during the year: | |
| Interest on funded debt, | \$4,166 65 |
| Interest and discount on unfunded debts and loans, | 11,458 66 |
| Taxes, State and local, | \$5,715 42 |
| Taxes, commutation, | 1,425 00 |
| | 7,140 42 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, . . | 22,765 73 |
| Deficit for the period ending March 1, 1901, | \$1,615 69 |
| Amount of surplus September 30, 1900, | 18,376 47 |
| Debits to profit and loss account during the year: taxes, 1900, | 7,337 59 |
| TOTAL SURPLUS MARCH 1, 1901, | \$9,423 19 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$62,167 82 |
| Receipts from carriage of mails, | 200 84 |
| Receipts from rentals of buildings and other property, . . . | 395 50 |
| Receipts from advertising in cars, | 291 65 |
| GROSS EARNINGS FROM OPERATION, | \$63,055 81 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks, | \$2,455 79 |
| General office expenses and supplies, | 910 41 |
| Legal expenses, | 817 22 |
| Insurance, | 762 96 |
| Other general expenses, | 624 89 |

| | |
|--|--------------------|
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | \$1,411 20 |
| Repair of electric line construction, | 673 11 |
| Removal of snow and ice, | 1,259 06 |
| Repair of buildings, | 778 41 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | 2,934 35 |
| Repair of electric equipment of cars, | 1,429 81 |
| Transportation expenses: | |
| Cost of electric motive power, \$12,537.15; less power sold, \$2,035.08; net, | 10,502 07 |
| Wages and compensation of persons employed in conduct- ing transportation, | 13,396 62 |
| Damages for injuries to persons and property, | 2,150 50 |
| Other transportation expenses: miscellaneous supplies, | 1,799 37 |
| TOTAL OPERATING EXPENSES, | \$41,905 77 |

PROPERTY ACCOUNTS.

| | |
|---|--------------------|
| Additions to railway: extension of tracks, | \$9,762 21 |
| Additions to equipment: additional rolling stock and vehicles, | 14,430 23 |
| Additions to land and buildings: additional equipment of power stations, | 1,064 39 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$25,256 83 |

GENERAL BALANCE SHEET MARCH 1, 1901.

| ASSETS. | DR. |
|---|-----------------------|
| Cost of railway: | |
| Roadbed and tracks, | \$366,951 74 |
| Electric line construction, including poles, wiring, feeder lines, etc., | 79,512 32 |
| Engineering and other expenses incident to construction, | 17,669 34 |
| TOTAL COST OF RAILWAY OWNED, | \$464,133 40 |
| Cost of equipment: | |
| Cars and other rolling stock and vehicles, | \$296,847 88 |
| Other items of equipment, | 6,071 36 |
| TOTAL COST OF EQUIPMENT OWNED, | 302,919 24 |
| Cost of land and buildings: | |
| Land necessary for operation of railway, | \$12,675 47 |
| Electric power stations, including equip- ment, | 157,214 07 |
| Other buildings necessary for operation of railway, | 40,340 20 |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | 210,229 74 |
| Other permanent property: | |
| Dwelling houses, | \$17,128 37 |
| Battery, | 27,438 07 |
| Waiting room, | 357 36 |
| TOTAL COST OF OTHER PERMANENT PROPERTY OWNED, | 44,923 80 |
| TOTAL PERMANENT INVESTMENTS, | \$1,022,206 18 |

| | | | |
|--|-----------|------------|-----------------------|
| Cash and current assets: | | | |
| Cash, | \$6,826 | 15 | |
| Bills and accounts receivable, | 17,982 | 98 | |
| Sinking funds, | 5,000 | 00 | |
| Other cash and current assets: prepaid insurance, | 882 | 16 | |
| TOTAL CASH AND CURRENT ASSETS, | | | \$30,691 29 |
| Miscellaneous assets: | | | |
| Materials and supplies, | \$14,158 | 25 | |
| Other assets and property: improvement track, | 70,363 | 72 | |
| TOTAL MISCELLANEOUS ASSETS, | | | 84,521 97 |
| TOTAL, | | | \$1,137,419 44 |
| LIABILITIES. | | Cr. | |
| Capital stock, | | | \$542,500 00 |
| Funded debt, | | | 200,000 00 |
| Current liabilities: | | | |
| Loans and notes payable, | \$372,000 | 00 | |
| Audited vouchers and accounts, | 2,313 | 16 | |
| TOTAL CURRENT LIABILITIES, | | | 374,313 16 |
| Accrued liabilities: | | | |
| Interest accrued and not yet due, | \$3,333 | 32 | |
| Taxes accrued and not yet due, | 7,184 | 17 | |
| Miscellaneous accrued liabilities: accident insurance accrued, | 665 | 60 | |
| TOTAL ACCRUED LIABILITIES, | | | 11,183 09 |
| Profit and loss balance (surplus), | | | 9,423 19 |
| TOTAL, | | | \$1,137,419 44 |
| CAPITAL STOCK. | | | |
| Capital stock authorized by law, | \$542,500 | 00 | |
| Capital stock authorized by votes of company, | 542,500 | 00 | |
| Capital stock issued and outstanding, | | | \$542,500 00 |
| Number of shares issued and outstanding, | 5,425 | | |
| Number of stockholders, | 19 | | |
| Number of stockholders in Massachusetts, | 18 | | |
| Amount of stock held in Massachusetts, | \$542,300 | 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|---------------------------------|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage bonds, | Per Cent. 5 | May 1, 1915, | \$200,000 00 | \$10,000 00 |

SINKING AND OTHER SPECIAL FUNDS.

| | |
|--|------------|
| Amount September 30, 1900, of sinking fund, | \$5,000 00 |
| TOTAL SINKING AND OTHER SPECIAL FUNDS MARCH 1, 1901, | \$5,000 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|-----------|
| Number of passengers paying revenue carried during the year, | 1,310,492 |
| Number carried per mile of main railway track operated, | 57,876 |
| Number of car miles run, | 260,766 |
| Average number of persons employed, | 125 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|--------------------------------|------------------------------|------------------------|---------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | |
| Combination cars, | 4 | 4 | 4 | 16 |
| Box passenger cars, | 29 | 29 | 29 | 40 |
| Open passenger cars, | 18 | 18 | — | 40 |
| TOTAL, | 51 | 51 | 33 | 96 |
| CARS — OTHER SERVICE. | | | | |
| Work cars, | 2 | 2 | 1 | 4 |
| Snow ploughs, | 10 | — | 4 | 14 |

MISCELLANEOUS EQUIPMENT.

| | |
|---|---|
| Carts and snow sleds, | 3 |
| Other highway vehicles: | |
| Horse snow leveller, | 5 |
| Tower wagons, | 2 |
| Horses, | 3 |
| Harnesses (double, 1; single, 3), | 4 |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|---------------|
| Length of railway line, | 20.867 miles. |
| Length of second main track, | 1.776 " |
| Total length of main track, | 22.643 " |
| Length of sidings, switches, etc., | 1.429 " |
| Total, computed as single track, | 24 072 " |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|--|-------------|
| Length of railway line, | .750 miles. |
| Length of second main track, | .750 " |
| Total length of main track, | 1.500 " |

Names of the several cities and towns in which the railways operated by the company are located: Worcester, Leicester, Spencer and Millbury.

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | - | - | 11 | - | 11 |
| Employees, | - | - | - | - | - | - |
| Other persons, | - | - | - | - | - | - |
| TOTALS, | - | - | - | 11 | - | 11 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WORCESTER & SUBURBAN STREET RAILWAY COMPANY,
WORCESTER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Samuel E. Winslow, *President and General Manager*, Worcester, Mass.
James A. Parker, *Vice-President*, Boston, Mass. Justin W. Lester, *Treasurer*, Boston, Mass. Andrew J. Peters, *Clerk of Corporation*, Boston, Mass.
Ralph A. Stewart, *General Counsel*, Worcester, Mass. John B. Gorman, *Superintendent*, Worcester, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Samuel E. Winslow, Worcester, Mass. Bentley W. Warren, Boston, Mass.
James A. Parker, Boston, Mass. Frederick W. Kendrick, Boston, Mass.
Francis R. Hart, Boston, Mass. Isaac L. Prouty, Spencer, Mass. Harry M. Goddard, Millbury, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

SAMUEL E. WINSLOW,
BENTLEY W. WARREN,
JAMES A. PARKER,
FRANCIS R. HART,
FREDERICK W. KENDRICK,
Directors.
JUSTIN W. LESTER,
Treasurer.
JOHN B. GORMAN,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 15, 1901. Then personally appeared the above-named James A. Parker, Francis R. Hart, Frederick W. Kendrick and Justin W. Lester, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GEORGE H. BUTTERS,

Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 15, 1901. Then personally appeared the above-named Bentley W. Warren, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

ALEXANDER WHITESIDE, JR.,

Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. Nov. 18, 1901. Then personally appeared the above-named Samuel E. Winslow and John B. Gorman, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHANDLER BULLOCK,

Justice of the Peace.

REPORT

OF THE

WORCESTER & WEBSTER STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|-------------|
| Gross earnings from operation, | \$56,379 56 |
| Operating expenses, | 52,165 15 |
| NET EARNINGS FROM OPERATION, | \$4,214 41 |
| Miscellaneous income: return for reels, \$22.84; sale of rails, \$160.50, | 183 34 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$4,397 75 |
| Charges upon income accrued during the year: | |
| Interest on funded debt, | \$7,500 00 |
| Interest and discount on unfunded debts and loans, | 8,216 89 |
| Taxes, State and local, | 2,038 77 |
| Payments to sinking and other special funds: account of mortgage bonds, | 3,000 00 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 20,755 66 |
| Deficit for the year ending September 30, 1901, | \$16,357 91 |
| Amount of surplus September 30, 1900, | 4,599 51 |
| TOTAL DEFICIT SEPTEMBER 30, 1901, | \$11,758 40 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$55,875 56 |
| Receipts from carriage of mails, | 288 35 |
| Receipts from advertising in cars, | 200 00 |
| Receipts from interest on deposits, | 15 65 |
| GROSS EARNINGS FROM OPERATION, | \$56,379 56 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks, | \$2,589 50 |
| General office expenses and supplies, | 691 77 |
| Legal expenses, | 1,006 38 |

General expenses — *Concluded.*

| | |
|--|--------------------|
| Insurance, | \$3,309 52 |
| Other general expenses; | |
| Advertising, | 47 50 |
| Freight, express, etc., | 2,476 73 |
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | 4,786 78 |
| Repair of electric line construction, | 19 19 |
| Removal of snow and ice, | 619 28 |
| Repair of buildings, | 251 15 |
| Miscellaneous, | 28 90 |
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | 5,505 65 |
| Repair of electric equipment of cars, | 2,396 58 |
| Provender and stabling for horses, | 184 37 |
| Transportation expenses: | |
| Cost of electric motive power, | 14,575 14 |
| Wages and compensation of persons employed in conducting transportation, | 11,861 44 |
| Damages for injuries to persons and property, | 10 00 |
| Tolls for trackage over other railways, | 1,805 27 |
| TOTAL OPERATING EXPENSES, | \$52,165 15 |

PROPERTY ACCOUNTS.

| | |
|---|--------------------|
| Additions to railway: building new track over bridge and guard rail for line, etc., | \$5,870 36 |
| Additions to equipment: additional cars and electric equipment of same, | 38,289 90 |
| Additions to land and buildings: | |
| Additional equipment of power stations, | \$2,155 97 |
| New buildings necessary for operation of railway (addition to car house, etc.), | 10,538 79 |
| TOTAL ADDITIONS TO LAND AND BUILDINGS, | 12,694 76 |
| Additions to other permanent property: emergency equipment, | 300 00 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$57,155 02 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1901.

| ASSETS. | | Dr. |
|--|--------------|---------------------|
| Cost of railway: | | |
| Roadbed and tracks, | \$158,518 69 | |
| Electric line construction, including poles, wiring, feeder lines, etc., | 49,540 78 | |
| Engineering and other expenses incident to construction, | 5,058 45 | |
| TOTAL COST OF RAILWAY OWNED, | | \$213,117 92 |
| Cost of equipment: | | |
| Cars and other rolling stock and vehicles, | \$32,521 73 | |
| Electric equipment of same, | 56,029 90 | |
| Horses, harnesses, wagons, etc., | 300 00 | |
| Other items of equipment: tower wagons and road machine, | 475 00 | |
| TOTAL COST OF EQUIPMENT OWNED, | | 89,326 63 |

| | | |
|---|--------------|--------------|
| Cost of land and buildings: | | |
| Land necessary for operation of railway, | \$8,594 68 | |
| Electric power stations, including equipment, | 85,845 45 | |
| Other buildings necessary for operation of railway (car house, etc.), | 49,353 77 | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | \$143,793 90 |
| TOTAL PERMANENT INVESTMENTS, | | \$446,238 45 |
| Cash and current assets: | | |
| Cash, | \$361 23 | |
| Bills and accounts receivable, | 20,186 00 | |
| Sinking and other special funds, | 3,000 00 | |
| TOTAL CASH AND CURRENT ASSETS, | | 23,547 23 |
| Miscellaneous assets: materials and supplies, | | 4,501 77 |
| Profit and loss balance (deficit), | | 11,758 40 |
| TOTAL, | | \$486,045 85 |
| LIABILITIES. | | CR. |
| Capital stock, | | \$150,000 00 |
| Funded debt, | | 150,000 00 |
| Current liabilities: | | |
| Loans and notes payable, | \$178,069 08 | |
| Audited vouchers and accounts, | 2,495 11 | |
| TOTAL CURRENT LIABILITIES, | | 180,564 19 |
| Accrued liabilities: | | |
| Interest accrued and not yet due (on bonds), | \$2,500 00 | |
| Taxes accrued and not yet due, | 2,981 66 | |
| TOTAL ACCRUED LIABILITIES, | | 5,481 66 |
| TOTAL, | | \$486,045 85 |
| CAPITAL STOCK. | | |
| Capital stock authorized by law, | \$150,000 00 | |
| Capital stock authorized by votes of company, | 150,000 00 | |
| Capital stock issued and outstanding, | | \$150,000 00 |
| Number of shares issued and outstanding, | 1,500 | |
| Number of stockholders, | 27 | |
| Number of stockholders in Massachusetts, | 19 | |
| Amount of stock held in Massachusetts, | \$75,600 00 | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|---|-------------------|-------------------|---------------------|--------------------------------|
| | Per Cent. | | | |
| First Mortgage 5 per cent 20-year gold bonds, | 5 | 1919, | \$150,000 00 | \$7,500 00 |

SINKING AND OTHER SPECIAL FUNDS.

| | |
|---|------------|
| Additions during the year to mortgage fund, | \$3,000 00 |
| TOTAL SINKING AND OTHER SPECIAL FUNDS SEPTEMBER 30, 1901, | \$3,000 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|---------|
| Number of passengers paying revenue carried during the year, | 930,884 |
| Number carried per mile of main railway track operated, | 53,864 |
| Number of car miles run, | 289,597 |
| Average number of persons employed, | 38 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|--------------------------------|------------------------------|------------------------|---------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | |
| Box passenger cars, | 7 | 7 | 7 | 28 |
| Open passenger cars, | 10 | 10 | 10 | 32 |
| TOTAL, | 17 | 17 | 17 | 60 |
| CARS — OTHER SERVICE. | | | | |
| Work cars, | 1 | — | — | 2 |
| Snow ploughs, | 2 | — | — | 4 |

MISCELLANEOUS EQUIPMENT.

| | |
|--|---|
| Highway vehicles: | |
| Road machine, | 1 |
| Tower wagon, | 1 |
| Horses, | 1 |
| Harnesses (single), | 1 |
| Other items of equipment: sleigh, wagon, | 2 |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| RAILWAY OWNED, ETC. | Owned. | Trackage over Other Railways. | Total Owned, etc. |
|--|------------------|-------------------------------|-------------------|
| Length of railway line, | Miles. 14.914 | Miles. 2.368 | Miles. 17.282 |
| Length of sidings, switches, etc., | .817 | — | .817 |
| TOTAL, COMPUTED AS SINGLE TRACK, | 15.731 | 2.368 | 18.099 |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|-----------------------------------|-------------|
| Length of railway line, | .323 miles. |
|-----------------------------------|-------------|

Names of the several cities and towns in which the railways operated by the company are located : Worcester, Auburn, Oxford and Webster.

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | - | - | 3 | - | 3 |
| Employees, | - | - | - | - | - | - |
| Other persons, | - | - | - | 4 | - | 4 |
| TOTALS, | - | - | - | 7 | - | 7 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WORCESTER & WEBSTER STREET RAILWAY COMPANY,

518 MAIN STREET, WORCESTER, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Edgar S. Hill, *President*, Tremont Building, Boston, Mass. E. N. Sanderson, *Vice-President*, 31 Nassau Street, New York, N. Y. Wilford A. Bailey, *Treasurer*, 518 Main Street, Worcester, Mass. Harry E. Back, *Clerk of Corporation*, Danielson, Conn. Charles M. Thayer, *General Counsel*, State Mutual Building, Worcester, Mass. Edmund L. Parker, *Auditor*, 70 School Street, Worcester, Mass. Frank Miller, *Superintendent*, Oxford, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Edgar S. Hill, Webster, Mass. E. N. Sanderson, New York, N. Y. Wilford A. Bailey, Worcester, Mass. Harry E. Back, Danielson, Conn. Edmund L. Parker, Worcester, Mass. Edward D. Robbins, Hartford, Conn. Sidney A. Reeve, Worcester, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

EDGAR S. HILL,
WILFORD A. BAILEY,
EDWIN N. SANDERSON,
HARRY E. BACK,

Directors.

WILFORD A. BAILEY,
Treasurer.

FRANK MILLER,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. Nov. 16, 1901. Then personally appeared the above-named Edgar S. Hill, Wilford A. Bailey, Edwin N. Sanderson and Harry E. Back, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHARLES HAGGERTY,
Justice of the Peace.

REPORT

OF THE

WORONOCO STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

| GENERAL EXHIBIT FOR THE YEAR. | |
|--|-------------|
| Gross earnings from operation, | \$60,087 90 |
| Operating expenses, | 45,858 36 |
| NET EARNINGS FROM OPERATION, | \$14,229 54 |
| Miscellaneous income: park, | 1,002 55 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$15,232 09 |
| Charges upon income accrued during the year: | |
| Interest on funded debt, | \$3,750 00 |
| Interest and discount on unfunded debts and loans, | 838 68 |
| Taxes, State and local, | \$1,293 40 |
| Taxes, commutation, | 1,086 05 |
| | 2,379 45 |
| Other deductions from income: park, | 1,481 25 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 8,449 38 |
| NET DIVISIBLE INCOME, | \$6,782 71 |
| Dividends declared (6 per cent), | 9,000 00 |
| Deficit for the year ending September 30, 1901, | \$2,217 29 |
| Amount of surplus September 30, 1900, | 5,310 87 |
| TOTAL SURPLUS SEPTEMBER 30, 1901, | \$3,093 58 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$59,696 25 |
| Receipts from advertising in cars, | 391 65 |
| GROSS EARNINGS FROM OPERATION, | \$60,087 90 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks, | \$2,535 00 |
| General office expenses and supplies, | 534 42 |
| Legal expenses, | 570 45 |
| Insurance, | 1,494 06 |
| Other general expenses, | 94 67 |

| | |
|--|--------------------|
| Maintenance of roadway and buildings : | |
| Repair of roadbed and track, | \$1,695 76 |
| Repair of electric line construction, | 507 80 |
| Removal of snow and ice, | 233 40 |
| Repair of buildings, | 423 92 |
| Maintenance of equipment : | |
| Repair of cars and other vehicles, | 4,618 38 |
| Repair of electric equipment of cars, | 1,983 32 |
| Provender and stabling for horses, | 159 34 |
| Transportation expenses : | |
| Cost of electric motive power, | 10,406 28 |
| Wages and compensation of persons employed in conducting transportation, | 19,307 50 |
| Damages for injuries to persons and property, | 845 19 |
| Rentals of buildings and other property, | 259 75 |
| Other transportation expenses, | 189 12 |
| TOTAL OPERATING EXPENSES, | \$45,858 36 |

PROPERTY ACCOUNTS.

| | |
|--|-------------------|
| Additions to railway : | |
| New electric line construction (block signals), | \$189 00 |
| Other additions to railway : | |
| Engineering agencies, | 356 17 |
| Damages for changing grade of highway (Springfield extension), | 1,194 59 |
| TOTAL ADDITIONS TO RAILWAY, | \$1,739 76 |
| Additions to equipment : | |
| Additional cars (1 in number), | \$1,644 00 |
| Electric equipment of same, | 901 62 |
| Other additions to equipment: trolley catchers, | 105 00 |
| TOTAL ADDITIONS TO EQUIPMENT, | 2,650 62 |
| Additions to land and buildings : | |
| Additional equipment of power stations, | \$3,865 13 |
| New buildings necessary for operation of railway, | 116 38 |
| TOTAL ADDITIONS TO LAND AND BUILDINGS, | 3,981 51 |
| Additions to other permanent property : | |
| Tools (machine shop), | \$482 05 |
| Office furniture and fixtures, | 275 45 |
| TOTAL ADDITIONS TO OTHER PERMANENT PROPERTY, | 757 50 |
| TOTAL ADDITIONS TO PROPERTY ACCOUNTS, | \$9,129 39 |

GENERAL BALANCE SHEET SEPTEMBER 30, 1901.

| ASSETS. | DR. |
|--|---------------------|
| Cost of railway : | |
| Roadbed and tracks, | \$101,840 51 |
| Electric line construction, including poles, wiring, feeder lines, etc., | 28,743 34 |
| Engineering and other expenses incident to construction, | 9,126 39 |
| TOTAL COST OF RAILWAY OWNED, | \$139,710 24 |

| | | | |
|--|--------------|------------|--------------|
| Cost of equipment : | | | |
| Cars and other rolling stock and vehicles, | \$23,827 70 | | |
| Electric equipment of same, | 23,862 21 | | |
| Horses, | 154 50 | | |
| Other items of equipment: tools, | 684 60 | | |
| TOTAL COST OF EQUIPMENT OWNED, | | | \$58,529 01 |
| Cost of land and buildings : | | | |
| Land necessary for operation of railway, | \$4,013 61 | | |
| Electric power stations, including equipment, | 31,305 75 | | |
| Other buildings necessary for operation of railway, | 15,748 21 | | |
| TOTAL COST OF LAND AND BUILDINGS OWNED, | | | 51,067 57 |
| Other permanent property: office furniture and fixtures, | | | 275 45 |
| TOTAL PERMANENT INVESTMENTS, | | | \$249,582 27 |
| Cash and current assets : | | | |
| Bills and accounts receivable, | \$500 15 | | |
| Sinking and other special funds, | 308 50 | | |
| TOTAL CASH AND CURRENT ASSETS, | | | 808 65 |
| Miscellaneous assets: materials and supplies, | | | 2,202 66 |
| TOTAL, | | | \$252,593 58 |
| LIABILITIES. | | CR. | |
| Capital stock, | | | \$150,000 00 |
| Funded debt, | | | 75,000 00 |
| Current liabilities: loans and notes payable, | | | 24,500 00 |
| Profit and loss balance (surplus), | | | 3,093 58 |
| TOTAL, | | | \$252,593 58 |
| CAPITAL STOCK. | | | |
| Capital stock authorized by law, | \$150,000 00 | | |
| Capital stock authorized by votes of company, | 150,000 00 | | |
| Capital stock issued and outstanding, | | | \$150,000 00 |
| Number of shares issued and outstanding, | 1,500 | | |
| Number of stockholders, | 50 | | |
| Number of stockholders in Massachusetts, | 48 | | |
| Amount of stock held in Massachusetts, | \$147,300 00 | | |

FUNDED DEBT.

| DESCRIPTION OF BONDS. | Rate of Interest. | Date of Maturity. | Amount Outstanding. | Interest Paid during the Year. |
|---|-------------------|-------------------|---------------------|--------------------------------|
| First mortgage bonds (20-year), | Per Cent. 5 | Jan. 1, 1920, | \$75,000 00 | \$3,750 00 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|-----------|
| Number of passengers paying revenue carried during the year, | 1,200,340 |
| Number carried per mile of main railway track operated, . | 113,218 |
| Number of car miles run, | 393,279 |
| Average number of persons employed, | 40 |

DESCRIPTION OF EQUIPMENT.

| DESCRIPTION OF EQUIPMENT. | Equipped for Electric Power. | Not Equipped. | Equipped with Fenders. | Equipped with Electric Heaters. | Number of Motors. |
|--------------------------------|---------------------------------|---------------|---------------------------|------------------------------------|-------------------|
| CARS — PASSENGER SERVICE. | | | | | |
| Box passenger cars, | 11 | - | 11 | - | 24 |
| Open passenger cars, | 14 | - | 14 | - | 22 |
| TOTAL, | 25 | - | 25 | 11 | 46 |
| CARS — OTHER SERVICE. | | | | | |
| Work cars, | - | 2 | - | - | - |
| Snow ploughs, | 2 | - | - | - | - |

MISCELLANEOUS EQUIPMENT.

| | |
|-------------------------------|---|
| Highway vehicles : | |
| Tower wagon, | 1 |
| Express wagon, | 1 |
| Horses, | 1 |
| Harnesses (single), | 1 |

RAILWAY OWNED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|---------------|
| Length of railway line, | 10.260 miles. |
| Length of second main track, | .342 " |
| Total length of main track, | 10.602 " |
| Length of sidings, switches, etc., | .452 " |
| Total, computed as single track, | 11.054 " |

RAILWAY LOCATED OUTSIDE OF PUBLIC WAYS.

| | |
|--|-------------|
| Length of railway line, | .473 miles. |
| Length of second main track, | .056 " |
| Total length of main track, | .529 " |

Names of the several cities and towns in which the railways operated by the company are located : Westfield and West Springfield.

ACCIDENTS TO PERSONS.

(A detailed statement of each accident is on file in the office of the Board.)

| KILLED AND INJURED. | FROM CAUSES BEYOND THEIR OWN CONTROL. | | FROM THEIR OWN MISCONDUCT OR CARELESSNESS. | | TOTAL. | |
|--------------------------|---------------------------------------|----------|--|----------|---------|----------|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Passengers, | - | - | - | 1 | - | 1 |
| Employees, | - | - | - | - | - | - |
| Other persons, | - | - | - | 2 | - | 2 |
| TOTALS, | - | - | - | 3 | - | 3 |

CORPORATE NAME AND ADDRESS OF THE COMPANY.

WORONOCO STREET RAILWAY COMPANY,

WESTFIELD, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS.

Robert B. Crane, *President and General Manager*, Westfield, Mass. Ralph D. Gillett, *Vice-President*, Westfield, Mass. Charles J. Little, *Treasurer and Clerk of Corporation*, Westfield, Mass. Henry W. Ely, *General Counsel*, Westfield, Mass. John H. Ashley, *Auditor*, Westfield, Mass. Robert P. Lee, *Superintendent*, Westfield, Mass.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS.

Robert B. Crane, Westfield, Mass. Ralph D. Gillett, Westfield, Mass. James A. Crane, Westfield, Mass. Darwin L. Gillett (deceased). Luke S. Stowe, Springfield, Mass. Henry W. Ely, Westfield, Mass. Henry M. Van Dusen, Westfield, Mass. James H. Bryan, Westfield, Mass. Charles J. Little, Westfield, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

ROBERT B. CRANE,

J. A. CRANE,

LUKE S. STOWE,

R. D. GILLETT,

H. M. VAN DUSEN,

CHARLES J. LITTLE,

HENRY W. ELY,

JAMES H. BRYAN,

Directors.

CHARLES J. LITTLE,

Treasurer.

ROBERT P. LEE,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, ss. OCT. 31, 1901. Then personally appeared the above-named Robert B. Crane, J. A. Crane, Luke S. Stowe, R. D. Gillett, H. M. Van Dusen, Charles J. Little, Henry W. Ely, James H. Bryan and Robert P. Lee, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHARLES F. ELY,

Justice of the Peace.

REPORT

OF THE

AMESBURY & HAMPTON STREET RAILWAY

(EXETER, HAMPTON & AMESBURY STREET RAILWAY COMPANY, LESSEE)

FOR THE YEAR ENDING SEPTEMBER 30, 1901.

| GENERAL EXHIBIT FOR THE YEAR. | |
|---|-------------|
| Gross earnings from operation, | \$16,052 68 |
| Operating expenses, | 10,726 82 |
| GROSS INCOME ABOVE OPERATING EXPENSES, | \$5,325 86 |
| Charges upon income accrued during the year: | |
| Taxes, State and local, | \$96 44 |
| Rentals of leased railways: Amesbury & Hampton, | 4,500 00 |
| TOTAL CHARGES AND DEDUCTIONS FROM INCOME, | 4,596 44 |
| Surplus for the year ending September 30, 1901, | \$729 42 |
| TOTAL SURPLUS SEPTEMBER 30, 1901, | \$729 42 |
| EARNINGS FROM OPERATION. | |
| Receipts from passengers carried, | \$15,393 82 |
| Receipts from carriage of mails, | 444 67 |
| Receipts from carriage of freight, | 82 19 |
| Receipts from advertising in cars, | 132 00 |
| GROSS EARNINGS FROM OPERATION, | \$16,052 68 |
| EXPENSES OF OPERATION. | |
| General expenses: | |
| Salaries of general officers and clerks, | \$31 20 |
| General office expenses and supplies, | 519 62 |
| Other general expenses: telephone rentals, telegrams, inspection, etc., | 393 14 |
| Maintenance of roadway and buildings: | |
| Repair of roadbed and track, | 480 57 |
| Repair of electric line construction, | 83 81 |
| Removal of snow and ice, | 147 49 |
| Repair of buildings, | 447 70 |

| | |
|--|-------------|
| Maintenance of equipment: | |
| Repair of cars and other vehicles, | \$917 05 |
| Repair of electric equipment of cars, | 499 47 |
| Transportation expenses: | |
| Cost of electric motive power, | 2,615 72 |
| Wages and compensation of persons employed in conducting transportation, | 4,577 86 |
| Damages for injuries to persons and property, | 13 19 |
| TOTAL OPERATING EXPENSES, | \$10,726 82 |

VOLUME OF TRAFFIC, ETC.

| | |
|--|---------|
| Number of passengers paying revenue carried during the year, | 307,876 |
| Number carried per mile of main railway track operated, . | 35,675 |
| Number of car miles run, | 90,160 |
| Average number of persons employed, | 14 |

RAILWAY LEASED AND OPERATED (BY ELECTRIC POWER).

| | |
|--|--------------|
| Length of railway line, | 8.630 miles. |
| Length of sidings, switches, etc., | .280 " |
| Total, computed as single track, | 8.910 " |

Names of the several cities and towns in which the railways operated by the company are located: Salisbury and Amesbury.

CORPORATE NAME AND ADDRESS OF THE COMPANY.

AMESBURY & HAMPTON STREET RAILWAY
(EXETER, HAMPTON & AMESBURY STREET RAILWAY COMPANY, LESSEE),
60 STATE STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESS OF PRINCIPAL OFFICERS OF LESSEE.

Howard Abel, *President*, Boston, Mass. Charles H. Tenney, *Vice-President*, Hartford, Conn. Henry A. Tenney, *Treasurer*, Boston, Mass. John Templeton, *Clerk of Corporation*, Exeter, N. H. Storey, Thorndike, Palmer & Thayer, *General Counsel*, Boston, Mass. Franklin Woodman, *General Manager*, Haverhill, Mass. Albert E. McReel, *Superintendent*, Exeter, N. H.

NAMES AND RESIDENCE OF BOARD OF DIRECTORS OF THE LESSEE.

Howard Abel, Boston, Mass. Warren Brown, Exeter, N. H. Eben Folsom, Exeter, N. H. Abram M. Hayatt, New York, N. Y. Frederick P. Royce, Boston, Mass. Harrison A. Royce, Boston, Mass. Chas. H. Tenney, Hartford, Conn. Henry A. Tenney, Boston, Mass. Albert B. Tenney, Everett, Mass.

We hereby certify that the statements contained in the foregoing report are full, just and true.

HARRISON A. ROYCE,
HENRY A. TENNEY,
FREDERICK P. ROYCE,
F. P. MOONEY,
Directors.
HENRY A. TENNEY,
Treasurer.
HOWARD ABEL,
Acting Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. APRIL 23, 1902. Then personally appeared the above-named Harrison A. Royce, Henry A. Tenney, Frederick P. Royce, F. P. Mooney and Howard Abel, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

EDMUND B. FULLER,
Justice of the Peace.

LEASES.

LEASES.

LEASE OF THE NATICK & NEEDHAM STREET RAILWAY TO THE SOUTH MIDDLESEX STREET RAILWAY COMPANY.

THE NATICK AND NEEDHAM STREET RAILWAY COMPANY, hereinafter called the LESSOR, hereby demises and lets for the term of twenty (20) years, beginning the first day of January, 1901, provided this lease shall be legally authorized and duly approved by the Board of Railroad Commissioners, unto the SOUTH MIDDLESEX STREET RAILWAY COMPANY, hereinafter called the LESSEE, its successors and assigns, both LESSOR and LESSEE being corporations existing under the laws of the Commonwealth of Massachusetts, and whose railways connect with each other, all and singular its railway and property of every description wherever situated, including all rights, franchises, easements, privileges and appurtenances thereunto belonging, together with the right to demand and receive for the LESSEE's own use all tolls, rents, revenues, income and profits of the demised premises, hereby assigning and transferring unto the LESSEE under the terms and provisions of this lease, and for the purposes thereof, and subject to all obligations and encumbrances thereof, all its railway, property, franchises and assets of every description, however described, and wherever situate, except the corporate seal and stockholders' and directors' record books and the transfer, stock and account books, to which the LESSEE may have access at reasonable times.

AND the LESSOR covenants with the LESSEE that it will suffer and permit the LESSEE, it keeping all the covenants on its part as herein contained, to keep, possess and enjoy said premises, property, rights, franchises and privileges during the term aforesaid without hindrance or molestation.

AND the LESSOR covenants that during the continuance of this lease, it will maintain its corporate organization, the LESSEE paying all reasonable and proper expenses thereof, and for that purpose will hold all necessary meetings, elect all necessary officers, and make all necessary records, reports, reissues of stock certificates, and transfers and registration of bonds; and that the LESSEE may use the LESSOR's name in bringing or defending any suits or proceedings, so far as it is, or may be, necessary for the protection or enjoyment of said demised premises, property, rights, franchises and privileges, but at the sole expense of the LESSEE, saving the LESSOR harmless from all loss, costs or damages thereby accruing.

AND the LESSOR also covenants that it will not issue any stock or bonds or create any indebtedness or lien upon said demised premises or property, except under and in accordance with the direction, or by the previous written consent, of the LESSEE.

AND the LESSOR also covenants that it will at any time or times hereafter, upon the reasonable request of the LESSEE, make, do and execute, or cause or procure to be made, done and executed, all and every such further and other lawful and reasonable acts, conveyances, transfers, assignments and assurances in the law for the better and more effectually vesting and confirming the premises and property hereby leased, or intended so to be, in and to the LESSEE as by the LESSEE shall be reasonably devised, advised or required.

AND the LESSEE covenants to pay for each of the first two years of the term hereof as rent hereunder to each holder of record of the shares of the capital stock of the LESSOR four per centum (4%) of the par value of each of his said shares, and for each of the eight years next ensuing of the term hereof five per centum (5%) of the par value of said shares, and for each of the remaining ten years of the term hereof such percentage upon said shares as the Board of Railroad Commissioners, at the end of the tenth year of the term hereof, may approve; said payments to be made semi-annually on the first secular day of July and January in each year, the payments first due and payable on the first secular day of July next ensuing to be for the proportional part of the first six months of the term hereof as the LESSEE shall be in possession of the demised premises.

AND, as further rental hereunder, the LESSEE also covenants to pay to each bearer of the bonds of the LESSOR, or if the same be registered, then to the registered holder thereof, said bonds amounting, at the par value thereof to the sum of Fifty Thousand Dollars—\$50,000—, the interest upon said bonds in accordance with the terms and conditions governing the payment of the same, as expressed in said bonds, or in the mortgage given to secure the payment of said bonds, except that the first payment of interest as aforesaid shall be in the proportion prescribed for the first payment to LESSOR's shareholders.

AND the LESSEE further covenants to take over, assume and pay, and wholly discharge the LESSOR and save the LESSOR harmless, from and on account of, all floating or unfunded indebtedness of the LESSOR existing at the date hereof.

AND the LESSEE further covenants to pay during each year of said term all taxes, rates, charges and assessments which may be lawfully imposed or assessed in any way upon the LESSOR or LESSEE, with reference to the premises and property hereby demised, the capital stock of the LESSOR, its indebtedness, franchises, and revenues or said rental; said payments to be made to the authority or officer entitled by law to receive the same, so that said LESSOR shall be saved harmless during the continuance of this lease from any tax, assessment or charge under laws or proceedings made or authorized by any authority whatsoever having power so to do; PROVIDED, that if the LESSEE shall fail to make any payments of rent as above stipulated, or if the LESSEE shall fail to keep or perform any other of its covenants or agreements in this lease contained, and such default shall continue for thirty days after written notice thereof shall have been given by the LESSOR to the LESSEE, then and in either of such events this lease shall expire and terminate at the option of the LESSOR and the LESSOR may thereupon reenter upon the demised premises and the same have and possess as of its former estate, without prejudice to its right of action for arrears of rent or breach of covenant.

AND the LESSEE covenants that it will operate the LESSOR's said railway, as required by law, and by the orders and decrees of any board of officers having authority thereto, and furnish all equipment, in addition to that hereby demised, which may be necessary for such operation and maintain said demised premises and property during said term in a condition not inferior to its present standard as a railway, and that it will make all alterations, improvements and betterments which may be necessary or proper in reference to the premises, and property, hereby leased; and that at the expiration of this lease, whether by lapse of time or otherwise, it will deliver to the LESSOR possession of said demised premises, properties, rights, franchises and privileges, together with any and all additions and substitutions which may have been made thereto, it being always UNDERSTOOD and AGREED that the LESSEE shall deliver up said railway and other property hereby demised in as good order and condition as when received by it under this lease.

AND the LESSEE covenants that it will save the LESSOR harmless from all suits, costs, damages, and expenses by reason of any act or omission of the LESSEE in the use of said demised premises under this lease, and will, at its own expense, defend all suits pending or brought against the LESSOR and pay the judgments therein when demanded on final process.

In Witness Whereof, the parties hereto under the authority and direction of the stockholders and of the directors of their respective companies, have caused this instrument to be signed, on the part of the said SOUTH MIDDLESEX STREET RAILWAY COMPANY by its Vice-President and Treasurer, and on the part of said NATICK and NEEDHAM STREET RAILWAY COMPANY by its President and Treasurer, and their corporate seals to be hereto affixed this twentieth day of June, A.D. 1901.

NATICK AND NEEDHAM STREET RAILWAY COMPANY,

By FRANCIS BIGELOW, *President*.

[SEAL.]

GEORGE A. BUTMAN, *Treasurer*.

SOUTH MIDDLESEX STREET RAILWAY COMPANY,

By ALEXANDER DEWITT, *Vice-President*.

[SEAL.]

JAMES J. VALENTINE, *Treasurer*.

LEASE OF THE NEWPORT & FALL RIVER STREET RAILWAY TO THE
OLD COLONY STREET RAILWAY COMPANY.

THIS INDENTURE, made the first day of July, 1901, by and between the NEWPORT AND FALL RIVER STREET RAILWAY COMPANY, party of the first part, hereinafter called the lessor, a corporation duly organized and existing under the laws of the State of Rhode Island and owning and operating a street railway and electric light and power plants in the city of Newport and elsewhere in said State, and the OLD COLONY STREET RAILWAY COMPANY, party of the second part, hereinafter called the lessee, a corporation duly organized and existing under the laws of the Commonwealth of Massachusetts, and owning and operating a street railway in Brockton and elsewhere in said Commonwealth, which connects with that of the lessor at the boundary line between said State of Rhode Island and said Commonwealth of Massachusetts, WITNESSETH, that

WHEREAS the parties hereto have been duly authorized to enter into a contract of lease of the franchises, railway, property, rights, easements, privileges and locations of the lessor to the lessee by the General Assembly of the State of Rhode Island by an act passed the third day of May, 1900, entitled "An Act authorizing the Newport and Fall River Street Railway Company to acquire and take over the property, rights and franchises of the Newport Street Railway Company and the Newport Illuminating Company" and by the Legislature of said Commonwealth of Massachusetts, by Chapters two hundred and fourteen and four hundred and thirty-four of the Acts of the year 1901, and have by appropriate proceedings of their respective stockholders and Boards of Directors, in accordance with the provisions of said acts above referred to, approved of a contract of lease substantially in the form of these presents;

NOW THEREFORE, the said parties, each for itself, its successors and assigns, and each in consideration of the covenants and engagements herein made by the other, have covenanted and agreed, and do hereby covenant and agree, each to and with the other, and its successors and assigns, and the party of the first part hereby grants to the party of the second part, as follows, to wit:—

I.

In consideration of the covenants herein contained on the part of the lessee to be kept and performed, and of the rental hereinafter reserved, said Newport and Fall River Street Railway Company hereby grants, assigns, transfers, demises and lets unto said Old Colony Street Railway Company, and to its successors and assigns, subject to all legal obligations and incumbrances thereon, and to all the duties, liabilities and restrictions imposed upon the lessor by said State of Rhode Island, all and singular the railway and property, real and personal, of the lessor, of every description, including all its franchises, privileges, rights, easements, locations, rights of way and appurtenances thereunto belonging, all materials, supplies and cash on hand at the beginning of this lease, together with the right to demand and receive to its (the lessee's) own use, all tolls, rents, revenues, income and profits of the demised premises; also all the right, title and interest of the lessor in and to all contracts and obligations of or with other corporations or persons.

TO HAVE AND TO HOLD all and singular the demised premises to the lessee, its successors and assigns, for and during the term of ninety-nine years from and including the first day of July, A.D. 1901, the said lessee keeping and performing the covenants herein contained on its part to be kept and performed and yielding and paying rent for the said premises to the amount and in the manner following, all of which the lessee covenants to pay and do, to wit:—

1. The lessee shall pay all operating expenses of the lessor, there being included therein, as part thereof, all repairs and, subject to the provisions of Article IV, all renewals; all expenditures arising out of any contract, obligation, business, negligence or misfeasance, or however otherwise arising, and whether the liability for the same now exist or be hereafter created, in any way connected with the use and operation of the demised premises, except the funded indebtedness hereinafter mentioned, and including damages to persons or property, insurance, taxes of every description, federal, state or municipal, levied upon the lessor's property, income, business, franchises,

capital stock, funded or other debt, or by law required to be deducted from any amounts payable upon the lessor's stock, funded or other debt; all expenses consequent upon or incidental to the renewal or refunding of the lessor's indebtedness; all necessary legal expenses of the lessor; all expenses incidental to the transfer and registration of the lessor's stock and bonds, provided that the lessee shall have the right to designate from time to time the registration and transfer agents, and if at any time the lessor is dissatisfied with the responsibility of any transfer or registration agent so designated another agent shall be designated unless the Board of Arbitrators hereinafter mentioned shall approve of the continuance of the first agent; any expenditures hereinafter declared to be operating expenses; and the expenses of maintaining the organization of the lessor, for which expenses there shall be paid to the lessor at the end of each successive six months during the term of this lease, the sum of five hundred dollars (\$500.00): provided, however, that the lessor shall, from the proceeds of stock or bonds, or both, hereafter to be issued and authorized, as provided in Article III, from time to time repay to the lessee all sums which the lessee shall pay on account of any indebtedness existing at the date hereof which has been incurred for permanent additions or improvements to the demised property, or which it may be obliged to pay under any existing contract for like purposes, or which it may be obliged to pay for the purpose of completing any work in the nature of such permanent additions or improvements already in part or in whole contracted for by the lessor; and provided further that the lessor shall at the expiration or earlier termination of this lease reimburse the lessee for all sums which it, the lessee, may be obliged to pay on account of any indebtedness or liability of the lessor existing or incurred prior to July 1, 1901, other than for permanent additions or improvements, and also for such proportional part of all taxes, interest and other charges as shall have accrued prior to July 1, 1901, and shall be paid by the lessee.

2. The lessee, during the continuance of this lease, shall pay to the holders thereof the interest on the existing indebtedness of the lessor, a schedule whereof is hereto annexed, and the interest upon any future indebtedness created in the manner hereinafter provided. The lessee shall assume and pay the current expenses and indebtedness upon open account of the lessor outstanding at the inception of this lease, and the same shall be accounted for and reimbursed to the lessee from the proceeds of stock or bonds as hereinbefore provided so far as the indebtedness is for permanent additions or improvements, and at the expiration or earlier termination of this lease so far as the indebtedness is not for permanent additions and improvements.

The lessor shall turn over to the lessee all cash on hand, all bills, notes and accounts receivable outstanding at the inception of this lease, and all sums received thereon and all cash on hand shall be accounted for and paid over to the lessor by the lessee without interest at the expiration or earlier termination of this lease, together with a sum equal to all then accrued and unpaid taxes, interest and other charges.

3. The lessee shall on the first days of January and July in each year during the continuance of this lease pay to each stockholder of record of the lessor a sum equal to three dollars (\$3.00) for each and every share of stock so held by him, the first payment to be made January 1st, 1902, it being the intention hereof that the holders of the stock of the lessor shall receive three per cent. semi-annually net during each and every year while this lease continues in force. The lessor shall prior to each date of payment close its transfer books, and the Treasurer of the lessor shall thereafter and at least five days before each date of payment, furnish the lessee with a certified list of the holders of record of the stock of the lessor entitled to dividends on such date of payment, and said transfer books of the lessor shall remain closed until after such date of payment.

II.

The lessee shall assume all traffic balance due from the lessor to other companies; shall assume and have the benefit of all contracts of the lessor for equipment, supplies and material and all other contracts and liabilities of the lessor to and with individuals, partnerships or corporations express or implied (its contracts with the holders of its indebtedness as now or hereafter scheduled excepted); shall assume and defend all

suits against the lessor arising out of or in any way connected with the past or future use or operation of the railways and electric lighting, power and distributing plants demised or directly or indirectly operated by the lessee under and by virtue of this instrument, and shall pay all judgments obtained thereon against the lessor or which the lessor is under obligation to assume; and shall assume and discharge all liabilities of the lessor except as herein otherwise provided.

III.

The lessee shall pay the interest upon any portion of the indebtedness of the lessor that shall be renewed or extended during the term of this lease in like manner as upon the same indebtedness before renewal or extension.

In case it shall become necessary under the provisions of this lease for the lessor to make payment for permanent additions, alterations or improvements to the demised premises, or to pay or refund any portion of the indebtedness mentioned in the annexed schedule, or any indebtedness hereafter incurred and scheduled, or to pay or fund any indebtedness contracted for permanent additions and improvements prior to the inception hereof, or to make any repayments to the lessee for expenditures made by it for the foregoing purposes, the lessor shall, from time to time at the request of the lessee, issue additional stock or bonds, or both, to an amount sufficient for the purpose so far as it may legally have or can obtain the right so to do. In such cases the lessor shall, at the expense and under the direction of the lessee, do all such acts and things as may be necessary or proper to obtain the requisite authority for the issue desired from the General Assembly of Rhode Island or from any other Body or from any Board having jurisdiction in the premises. Said stock and bonds so issued shall, except so far as other provision is made by law, be sold under the direction of the lessee. In so far as the proceeds of any issue of stock or bonds exceed the amount to obtain which the issue has been authorized, the excess shall be paid over to the lessee to be invested by it in permanent additions, alterations or improvements to the demised property, under the provisions of Article IV.

The lessee shall in all cases have authority as between the parties to decide whether stock or bonds, or both, and what amount thereof, shall from time to time be issued, and shall also have the right to determine the rate of interest upon all interest-bearing obligations, and the time for which they shall run, whether the same are issued for the purpose of refunding or paying indebtedness or for the purpose of paying for permanent additions, alterations or improvements to or upon the demised property; provided, however, that no bonds shall be issued in excess of the outstanding capital stock of the lessor; that no bonds shall be issued to become payable after the expiration of this lease without the consent of the lessor; that all bonds shall be payable in lawful money of the United States, unless, in the case of bonds issued to refund gold bonds of the lessor already outstanding, the parties shall otherwise agree; that no such bonds shall be sold at less than par; that the benefit of all reductions in interest shall accrue to the lessee; that all bonds shall to such extent as the lessee requests be secured by a mortgage of the railway, franchise and other property of the lessor in such form as the parties shall agree upon or, in case of failure to agree, as the Board of Arbitrators under Article X shall determine, the expense of preparing such mortgage to be met and paid by the lessee as a part of the operating expenses of the demised premises. All stock issued as provided in this article shall from the date of such issue be deemed part of the lessor's capital stock and dividends shall from and after said date be paid thereon according to the provisions of Clause 3 of Article I of this Indenture, and all bonds so issued shall be scheduled and the interest paid as a part of the lessor's indebtedness under and pursuant to Clause 2 of Article I.

IV.

The lessee shall have the right at its own expense to alter the tracks and overhead and underground electric and other equipment of the demised railway, and to build such sidings and branches, together with the overhead and underground electric and other equipment as may be necessary to maintain a convenient connection of the demised railway with the existing or future railway of the lessee.

The lessee may from time to time make such additions to, and alterations and improvements in, the demised railway, its motive power, rolling stock, tracks, equipment, power-houses, car-houses, stations, structures and appurtenances, and in the electric lighting, power and distributing plants and their poles, wires, machinery, dynamos, engines, power stations and in the locations of power stations, and other structures and appurtenances of the demised premises as it may deem necessary for the purpose of making better provision for the due and safe transportation of the public upon such railway and for the due and proper supply of electricity for light and power to its customers and for meeting all proper and legitimate demands for such light and power within the territory served by the lessor, or for the purpose of complying with any requirement of law or public or municipal authority, or for the purpose of reducing the operating expenses of the demised railway or electric lighting and power plants or both, or all.

The lessor shall from time to time, either from moneys received by the lessee under Article V or from the proceeds of stock and bonds lawfully authorized, and in no other manner, except as hereinafter provided, repay to the lessee the cost of such permanent additions, alterations and improvements made by the lessee, as the lessor may consent to, or, if such consent be refused, as the Board of Arbitrators provided for in Article X shall determine that the Directors of the lessor, if actually operating the lessor's railway or electric lighting and power plants would be justified in making in the interest of the lessor.

If and to such extent as the lessor shall be unable to issue stock or bonds as contemplated by and in accordance with the provisions of Articles III and IV of this lease and for the purposes therein expressed, either because the necessary authority to make such issues cannot be procured (efforts thereto being made and renewed from time to time to a reasonable extent) or otherwise, the lessor shall be liable for and will pay to the lessee within five years next after the expiration of this lease, however terminated, a sum in cash equal to the amount for which stock or bonds would have been issued pursuant to the said provisions had the necessary authority existed or been obtained so to do. In computing said sum no interest shall be added to or allowed upon the amount for which such stock or bonds should have been issued except for so much of said period of five years as the payment of said sum shall be delayed.

Permanent additions, alterations and improvements for which the lessor may be called upon to pay under the provisions of this lease shall consist of, —

- (1) The abolition of grade crossings.
- (2) Additional rolling stock and its equipment.
- (3) Additional track mileage and its equipment.
- (4) Additional poles, wires and distributing equipment.
- (5) Additional real estate.
- (6) Additional stations, additional power-houses with their equipments, and additional car-houses with their equipments.
- (7) Additional bridges, buildings and other structures.
- (8) Renewals of, substitutions for or additions to existing stations, bridges, buildings and other structures, tracks and equipment, rolling stock and equipment, motive power and equipment, power-houses and equipment and car-houses and equipment, so far as the cost of such renewals or substitutions or additions exceed the cost, when new, of the things renewed or the things replaced or the things added to.

Provided, however, that the railway of the lessor shall so far as practicable continue unimpaired in length and value; that no part of the same shall be voluntarily discontinued except with the consent of the lessor; that any railway discontinued by compulsion of law shall, within a reasonable time, be made good to the lessor by other railway of equal value constructed by the lessee at its own expense, or otherwise shall be paid for at its value in money to be applied as in case of the proceeds of real estate under Article V; and that new track mileage shall be deemed a permanent addition or improvement hereunder only when increasing the mileage of the lessor's railway as existing at the inception of this lease, or when exceeding in cost the cost of railway previously discontinued, and then only to the extent of such increase or such excess of cost.

Any moneys from time to time in the possession of the lessee which are by the terms of this Indenture applicable to such purpose shall first be applied to the repayment to the lessee of the cost of permanent additions, alterations and improvements, and only the balance remaining unpaid shall be paid from the proceeds of stock or bonds or both to be issued by the lessor as provided in Article III.

The lessee shall have the right to apply for the necessary consent of the lessor or for the necessary certification or determination of said Board of Arbitrators either before said additions, alterations and improvements are made or within one year thereafter.

The lessee shall not directly or indirectly locate or construct, or through any agency or device promote or aid in the location or construction of any street railway or electric light or power plant with its distributing system paralleling or in any way competing with any street railway or electric light and power plant with its distributing system or any portion thereof, demised to or directly or indirectly operated by the lessee by virtue of this lease.

V.

Real estate of the lessor in the judgment of the lessee not required by the lessee for the conduct of its business may be sub-let by the lessee for a period not longer than the expiration or other earlier termination of this lease.

Such real estate may also be sold with the consent of the lessor to be given upon the reasonable request of the lessee, and the proceeds of said sale shall be received by the lessee and applied either to purchasing and retiring the outstanding indebtedness of the lessor as scheduled or to making permanent additions, alterations or improvements upon the property demised or operated by virtue of this lease,—as the parties hereto may agree. If such proceeds are applied to retire outstanding indebtedness, the annual rental to be paid by the lessee under Clause 2 of Article I hereof shall be reduced by the amount of the saving in interest charges thereby effected.

If the parties are unable to agree as to whether a sale of said real estate is reasonable or upon the terms thereof or upon the application of the proceeds, the matters in difference shall be determined by the arbitrators provided for in Article X hereof.

The lessee shall also receive all money not yet received to which the lessor may be or become entitled for land or property taken by public authority, either before or after the date hereof, or for any injury or damage to the same and apply the same as herein-before provided with respect to the proceeds of real estate in this Article.

VI.

The lessee shall, subject to the special provisions of this Indenture, at its own expense maintain and keep the demised premises and all the property and fixtures of every description which it shall receive or operate under this lease in as good order and condition as the same now are or shall be when received by the lessee, so that there shall be no depreciation as to quality or quantity in the same or any part thereof, and, at the expiration or earlier termination of this lease, shall, subject to the special provisions of this Indenture return the same to the lessor in the same good order and condition, and put the lessor in possession of all the railways and property at said time demised to the lessee under this Indenture. The lessee shall use and operate said railways and properties so demised and operated in accordance with all laws of the State of Rhode Island, all lawful municipal ordinances, and all lawful orders of any board or of any public authority having jurisdiction in the premises that may be applicable thereto; shall, subject to the provisions of Article IV, furnish all horse or electric or other power, all engines, rolling stock and equipment of every description required, in addition to the like property hereby demised, for the due operation of the railways and other property operated under and by virtue of this Indenture; shall not diminish the facilities for travel upon the lessor's railway as they exist at the inception of this lease, except so far as substantially equal facilities may be furnished by the lessee or otherwise; shall keep the demised premises reasonably insured and shall apply the proceeds of any insurance to restoring or replacing the property destroyed or to making permanent improvements, not in the nature of ordinary repairs, upon the demised premises; shall apply the proceeds of the rolling stock, equipment and other personal

property herein demised, which it may deem advisable to sell and which it is hereby authorized to sell at its discretion so as to substitute therefor like property of equal value; shall replace buildings or structures on the demised premises taken down or removed, and which the lessee is hereby authorized to take down or remove at its discretion, with other buildings, structures or permanent improvements upon the demised premises of equal value and equally convenient for the use of the lessor at the expiration or earlier termination of this lease, or shall apply a sum of money equal to the value thereof in the same manner as the proceeds of real estate are to be applied under Article V; shall permit the demised premises to be inspected annually by the lessor's Directors and by some competent person appointed by the lessor who shall report to the lessor the condition of said premises and shall, for the purpose of such inspection, be furnished with free transportation over the railways operated under and by virtue of this Indenture and shall receive a reasonable compensation for his services to be paid by the lessee; shall make all returns required by law and shall furnish the lessor with such abstracts of accounts as shall enable it to make all returns required of the lessor; shall not assign this lease nor underlet the premises or any part thereof without the written assent of the lessor first had and obtained, except as provided in Article V hereof and except that nothing herein shall be construed to impair the right and power of the lessee to mortgage or pledge as security for its own bonds now or hereafter issued the interests acquired under and by virtue of this lease, or to assign such interests as a part of its franchise and property in the event of a sale thereof to, or a consolidation of the lessor with, any other street railway company existing under the laws of said State of Rhode Island or Commonwealth of Massachusetts; and at the end of the term of this lease, or at any earlier termination thereof from any cause whatever, shall surrender the real and personal estate demised under and by virtue of this Indenture, to be ascertained and determined according to the inventory hereinafter provided for, in the like good order and condition in which they are at the inception of this lease, or when received by the lessee or may be put during the term, with all improvements thereon or additions thereto, the amount of money, materials and supplies to be surrendered or accounted for to the lessor to be equivalent in value to the amount on hand at the inception of this lease, as shown by said inventory.

Provided, however, that the continuity of the lessor's railway and other property, whenever returned to the lessor, and the connection between the several parts thereof shall be such that said lessor's railway and other property will be as well fitted for independent use and operation by the lessor as at the inception of this lease, — any compensation for mileage or other property previously discontinued and paid for but restored or made good, under this provision, to be accounted for and reimbursed to the lessee.

VII.

That the property herein demised and to be accounted for at the expiration or earlier termination of this lease, may be accurately determined, there shall be made, as of the day when this lease takes effect, a full, complete and particular inventory and description of all estate and property, real or personal, belonging to the lessor, and coming into the possession of the lessee by virtue of this lease, and to this, from time to time, shall be added such other estate and property as shall come into the possession of the lessee under the terms of this lease. Such inventory and description, with the additions thereto from time to time, shall be made by two competent persons, one selected by each party; in case of their disagreement, they shall refer the matter in difference to some third person, whose decision shall be final. Such inventory and description shall be made in duplicate, and an original furnished to each party, and shall be evidence of the nature and condition of the property demised at the inception of this lease, or at the time of the additions thereto in all cases in which any questions of the nature, condition or value may arise. The reasonable compensation for services and expenses of the persons making such inventory shall be paid by the lessee.

VIII.

The lessor shall maintain its existence and organization as a corporation, and to that end shall comply with all the requirements and forms of law; shall do all acts and

things, and execute all legal instruments necessary and proper to put and secure the lessee in the full enjoyment of all the railway, property, rights, franchises, easements, privileges, locations and interests herein demised, and to carry into effect the true intent and meaning of this lease; shall, as provided in Article III, whenever and as often as requested by the lessee, execute a mortgage or mortgages (but at the expense of the lessee) to secure the bonds of the lessor as the same mature or are for any reason to be renewed, refunded or increased; and shall not increase its capital stock as now existing and issued nor its indebtedness except as provided in this lease. To further secure the lessee in the beneficial enjoyment of the railway, property, rights, franchises, easements, privileges, locations and interests herein demised and specified, the lessor constitutes the lessee its attorney irrevocable with full right and power, at the lessee's expense, to use the name of the lessor in all legal proceedings and in all cases needful for obtaining, holding and enjoying the premises herein demised and specified, and for all purposes consistent with the true scope and intent of this instrument.

The lessor further covenants that it will at the expense of the lessee comply with all requirements of law and with the lawful ordinances of all cities and towns in which the demised property is located, in so far as the lessee cannot act in its stead, and that it will, at the request of the lessee, itself make application for additions to and extensions or alterations of tracks, poles, wires and locations where the lessee cannot act in its stead, and will at all times, when it cannot act by the lessee as attorney, itself do such acts and execute such papers as may be necessary or proper to carry out the true intent of these presents. Any locations, rights or property so acquired by the lessor after the date hereof shall be made subject to the provisions of this Indenture. The lessor also constitutes and appoints the lessee its attorney in fact with full power to collect and receive all moneys due to the lessor, and to compromise or refer to arbitration all claims by or against the lessor or its property.

IX.

This lease is upon the condition that, if the lessee shall at any time fail to punctually pay, in accordance with Clause 2 of Article I hereof, to the holders of the lessor's indebtedness and each of them the interest on the lessor's indebtedness as scheduled as the same shall become due and payable, or shall fail to make any payment as stipulated for in Clause 3 of Article I hereof, then, and in such case, at any time after the expiration of thirty days from the time when written notice of such default has been served by the lessor on the lessee, the lessor may, if such default still continues, enter upon the demised premises and upon any part thereof, as and for the whole, and expel the lessee, and determine the estate hereby granted, and shall thereupon become seized and possessed of the demised premises, and of all premises then in possession of the lessee or the lessor under this Indenture, and of every part thereof in its original right, and as if this lease had never been made; and upon the further condition that, if the lessee shall fail to perform any other of the covenants and agreements in this lease contained, then and in such event, at any time after the expiration of six months from the time when written notice of such failure has been served by the lessor on the lessee, the lessor shall have the like right, if such default still continues, to enter and expel the lessee, and vest in itself its former estate in the demised premises, and all premises then in possession of the lessee or the lessor under this Indenture, and every part thereof: provided, however, that such entry by the lessor for breach of condition shall in no wise prejudice or impair any remedies to which it might otherwise be entitled for arrears of rent or preceding breach of covenant, or any other rights secured by this lease in case of its termination before the expiration of the time thereof.

X.

In case of any disagreement between the parties hereto as to the true intent and meaning of this lease or any part thereof, or as to anything done under and by virtue of it, or growing out of it, the matter in controversy shall be determined by arbitrators to be chosen in the manner following: One shall be chosen by each of the parties hereto, or if either shall unreasonably fail or neglect to appoint an arbitrator when requested by the other, the Board of Railroad Commissioners or the Chief Justice of the Supreme Court of the State under the laws of which the party so failing to appoint is organized

may, after due notice to the party so failing or neglecting, appoint an arbitrator. The third shall be selected by the two so chosen, and in case of their failure to choose a third, by the Board of Railroad Commissioners or the Chief Justice of the Supreme Court of the State under the laws of which the party requesting such arbitration is organized. The arbitrators shall hear the parties, after due notice to each of them, and if either party fail to attend after such notice, may proceed ex parte. The award in writing of said arbitrators, or a majority of them, being duly notified to the parties, shall be final and conclusive upon them. The expenses and reasonable compensation of said arbitrators shall be paid by the lessee.

XI.

It is hereby further agreed between the parties hereto that the lessee, its successors and assigns, shall be and remain subject to all the duties, liabilities and restrictions imposed upon said lessee by the laws of this Commonwealth, and, as regards the railway of the lessee, to the same and as full control and regulation by the general court and the Board of Railroad Commissioners of this Commonwealth as though such lease had not been made, and that no extension of the railway of said lessor into any city or town, other than the city of Newport and towns of Middletown, Portsmouth and Tiverton, in the State of Rhode Island, shall be made, and that no purchase or lease by said lessor of the railway and property of any other street railway company incorporated under the laws of said State of Rhode Island shall be valid or binding upon said lessor or upon said lessee, unless and until such extension, purchase, or lease, as the case may be, shall have been approved by the Legislature or the Board of Railroad Commissioners of said Commonwealth of Massachusetts.

XII.

It is further agreed that if, by reason of delay in securing any approval required by any of the Statutes hereinbefore referred to or by any other laws applicable hereto, the actual delivering to and taking possession of the demised premises by the lessee shall not be effected on the date of these presents, to wit, — July 1st, 1901, as by its provisions contemplated and intended to be the inception of this lease and the beginning of its term of ninety-nine years, said lessor shall beginning with said date of July 1st, 1901, — provided that such approval is not formally refused hereto or to such modification hereof as the parties hereto and all other parties and bodies whose approval is by law required shall agree to — operate and use all the demised premises as the agent of the lessee accounting to said lessee upon the date of such approval for all the profits and income thereof prior to said approval and charging the lessee with all the expenses thereof prior to said approval, the lessee being duly credited on account of the payments required under Clause 3 of Article I with any dividends in fact paid by the lessor after said date of July 1st, 1901, the lessor hereby agreeing to declare and pay no such dividend as of any date earlier than January 1, 1902.

IN WITNESS WHEREOF said NEWPORT AND FALL RIVER STREET RAILWAY COMPANY and said OLD COLONY STREET RAILWAY COMPANY have caused these presents to be signed in their names and behalf by their Presidents or Vice-Presidents, respectively, and their corporate seals to be hereto affixed and attested by their respective Clerks, all hereunto duly authorized by votes of their respective stockholders and Boards of directors as required by law, this first day of July, A.D. 1901.

NEWPORT AND FALL RIVER STREET RAILWAY COMPANY,

By MELVILLE BULL, *Vice-President.*

Attest:

A. C. LANDERS, *Secretary and Clerk.*

OLD COLONY STREET RAILWAY COMPANY,

By JOHN P. MORSE, *Vice-President*

Attest:

CHARLES WILLIAMS, *Clerk.*

STATE OF RHODE ISLAND.

NEWPORT, ss. NEWPORT, July 1, 1901. Then personally appeared the above-named Melville Bull, Vice-President of the NEWPORT AND FALL RIVER STREET RAILWAY COMPANY, and acknowledged the foregoing instrument to be the free act and deed of said Newport and Fall River Street Railway Company, before me,

W. P. SHEFFIELD, Jr., *Notary Public*.

COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, ss. BROCKTON, MASS., July 1, 1901. Then personally appeared the above-named John P. Morse, Vice-President of the OLD COLONY STREET RAILWAY COMPANY, and acknowledged the foregoing instrument to be the free act and deed of said Old Colony Street Railway Company, before me,

WM. E. PATCH, *Notary Public*.

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| Depot, | 741 | Worcester & Webster, | 756 |
| Worcester & Shrewsbury Rail- | | Woronoco (Westfield, etc.), | 762 |
| road, | 743 | | |

LEASES.

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| Lease of the Natick & Needham Street Railway to the South Middlesex | |
| Street Railway Company, | 773 |
| Lease of the Newport & Fall River Street Railway to the Old Colony | |
| Street Railway Company, | 775 |



